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TUAN CHI-JUI ARRIVES IN PEKING WITH MINISTERS AND TAKES UP OFFICE OF PREMIER

KAISER CONCEDES EQUAL FRANCHISE; VIENNA FOR PEACE

Change in Prussian Constitution Necessitates Crown Prince's Presence

MINISTERIAL UPSET

Indications That Even Von Bethmann-Hollweg Must Go

FREE HAND URGED

Von Loebell Asks Clean Sweep for New Chancellor

(Reuter's Agency War Service)

Amsterdam, July 13.—The Kaiser has made an important concession to the agitation for the democratisation of the Government. He has ordered that an equal franchise bill shall be submitted to the Prussian Diet in time to enable the next elections to be held in accordance with the new franchise, thus modifying his previous decision that franchise reforms should only operate after the war.

A message from Berlin states that the Crown Prince attended a second meeting of the Crown Council which was held on Wednesday. The fact that the Kaiser summoned him is regarded as proving that the Kaiser has consented to a change in the Constitution.

It is stated that Herr von Loebell, the Minister of the Interior, has advised the Kaiser to dismiss all his Ministers in order to give the new Chancellor a free hand. This has led to a report that Dr. von Bethmann-Hollweg is also resigning.

It appears certain that the ministerial posts will be divided among the different Parties instead of the bureaucrats.

London, July 12.—The latest authentic news from Berlin states that the Kaiser has received the Austro-Hungarian Ambassador and also the Crown Prince. There is very strong reason to believe that Vienna is strenuously urging the necessity for peace.

BRITISH NAVAL FLYERS BOMB COAST STATIONS

Several Tons Of Projectiles Dropped On Railway Bases In Belgium

(Reuter's Agency War Service)

London, July 12.—The Admiralty announces: Last night naval aeroplanes carried our raids against military objectives at Chistelles and Varssenaere railway-dump, causing a heavy explosion and intense conflagration. They attacked with gunfire the railway-siding at Zarren, bombed a train at St Denis Western and bombed the railway-lines and electric-power station at Ostend, causing a fire near the latter. Several tons of bombs were dropped. All our machines returned safely.

London, July 12.—The following letter from his commanding officer to the father of Second Lieutenant John Young of the Royal Flying Corps, who was killed during the air-raid on London last Saturday strikingly illustrates the qualities of the young defenders of the metropolis.

After paying a tribute to Lieutenant Young's very gallant record his commanding officer states that he went up in every recent raid. On the last occasion he flew singlehanded into the midst of the 22 raiders, the pilot and observer both firing. Immediately all the enemy machines concentrated their fire. The enemy fire "was too awful for words, but your son did not hesitate in the slightest, he flew on until riddled with bullets, when his machine put its nose up into the air and went spinning down to the sea from a height of 14,000 feet. I am proud to think that your son was in my command."

All Shanghai Takes Part In France's Celebration Of Its National Holiday

Beginning With Big Military Review Program Keeps Crowds Busy All Day

Yesterday the 14th of July was celebrated as it has never before been celebrated in Shanghai. French Concession and International Settlement joined hands on the national day of the Republic to make this year's demonstration the "biggest ever," and the city fluttered and flashed with the flags of France and the allied nations.

Tram cars, motors, carriages, buildings—public and private—shops and clubs were brightly decked with the tricolor, supported by the colors of the entente. The waterfront was also in gala attire for the day and men-of-war and merchant craft flung countless strings of pennants to the breeze.

From early morning until long past midnight the fete day program called to the crowds of enthusiastic celebrators.

It was before eight o'clock when the military units gathered at the Koukaza gardens yesterday morning, but despite the early hour, the spectators were there before them and crowded the sides of the big lawn on which the maneuvers were to take place. More than a thousand men marched in the military parade and the martial spectacle brought forth rounds of applause. There were the Bugle Corps and band, Color Guard of Honor, Mobilises, French Police, Annamites, with red and blue leggings, Allied units of the S. V. C. and Sikh police. They filed with automatic precision upon the field and drew up before the reviewing stand, on the west side of the gardens. Here were assembled the Allied Consuls-General with their staffs and other official guests, including the Judge of the British Supreme Court, the United States Court for China, Chinese officials, representatives of the Municipal council and other bodies. M. Wilden, French Consul-General, was attended by M. Gayot, Vice-Consul and Chancellor; M. Dufaure de la Prade, Vice-Consul and Mixed Court Assessor; M. Toussaint, Judge of the French Court; Dr. Sibiril, Medical Officer; Captain Bourboulon, Lieut. Le Bris and Mr. Nieh, French Mixed Court Assessor.

As the parade came into position the grand salute was flashed to M. Wilden.

The Consul-General then delivers the following address:

"It is a great pleasure and happiness for me to bow here to the representatives of China and Allied nations. The presence of the detachments of volunteers of most of the countries which have entered the war to defend the outraged liberty is homage to France, for which I am deeply touched. I see in them the representatives of the valiant people who, in every quarter of the globe, have shed and are still shedding their blood for this most noble cause:

"Japanese, sons of the great Eastern Empire, who have given to Germany in Tsingtau such a good lesson of military art and courage:

"Portuguese, who did not hesitate to leave the sweetest country in the world in order to participate, in the mud and in the snow, in the dangers and privations of the Allies:

"Italians, who had to sustain against nature and against redoubtable enemies the hardships of the battles. One must not forget indeed that it is not only for the Trentino and Trieste, which she probably would have been able to obtain without fighting, that the house of Savoy had declared war on the Germanic Empire. Faithful to her traditions, she chose the right side:

"Americans, descendants of Washington, who come now to lend to the descendants of Lafayette the help of their loyal sword:

"British soldiers, at last, sons of the immense Empire on which the sun never sets, and from this Empire which the war has made a shining reality. English, Scotch, Welsh, Irish, Australians, Canadians and South Africans, the blood of all of whom has so generously watered the soil of France which they came to defend:

"Warriors of India, who have accomplished such deeds of arms as later on, in the course of centuries, old Hindu legends in which their exploits will be related, will revive.

"I should be very sorry if I did not speak here of the two nations which are not yet represented here by volunteers, but who have played in the history of this war, such an important part:

"Russia, our faithful Ally, who has sustained, on an immense front, the effort of two powerful Empires, who has been able to accomplish, in the middle of the war, the most radical of political transformations, and whose valiant armies have just given a striking proof of their willingness to conquer:

"The proud and noble Belgium, who, by her courage and fidelity to her sworn word, should serve as an example to us all.

"I would thank lastly my comrades of the French Army, Mobilises, he Police Force and Annamites.

"Quite recently Cardinal Mercier said, speaking of France. 'Heroism

(Continued on Page 2)

BRITISH MAKE RAIDS ON SECTOR OF YPRES

German Efforts At Several Points Defeated; Enemy's Stations Bombed From Air

(Reuter's Agency War Service)

London, July 13.—Field Marshal Sir Douglas Haig reports:

We carried out raids southward of Hulluch and south-eastward of Ypres and repulsed raids south-eastward of Gavrelle, in the neighborhood of the Ypres-Comines Canal and eastward of Nieuport.

Sir Douglas Haig reported last evening: We drove off raiders westward of Queant, taking some prisoners. There was great aerial activity yesterday and a large number of bombs were dropped on the enemy aerodromes and ammunition dumps. We carried out eight other successful raids, brought down four German aeroplanes and drove down six others. Three of ours are missing.

Paris, July 13.—The official communique issued this afternoon reports: The artillery struggle was particularly active during the night-time in the region of St. Quentin, the Pantheon and on both banks of the Meuse.

The official communique issued last evening announced: There has been rather lively reciprocal artillerying at Allies, the Pantheon, and Moronvillers. The enemy fired a hundred shells in Rheims.

WILSON GIVES WARNING AGAINST PROFITEERING

Ship Owners Doing All They Can To Prevent Victory, Says President

(Reuter's Agency War Service)

Washington, July 12.—President Wilson has issued a warning to all concerned that attempts to extort unusual war profits will not be tolerated.

He says that American ship-owners are doing everything high freights can do to make victory impossible. The President believes however that when shipowners realise the situation, they will alter this state of affairs.

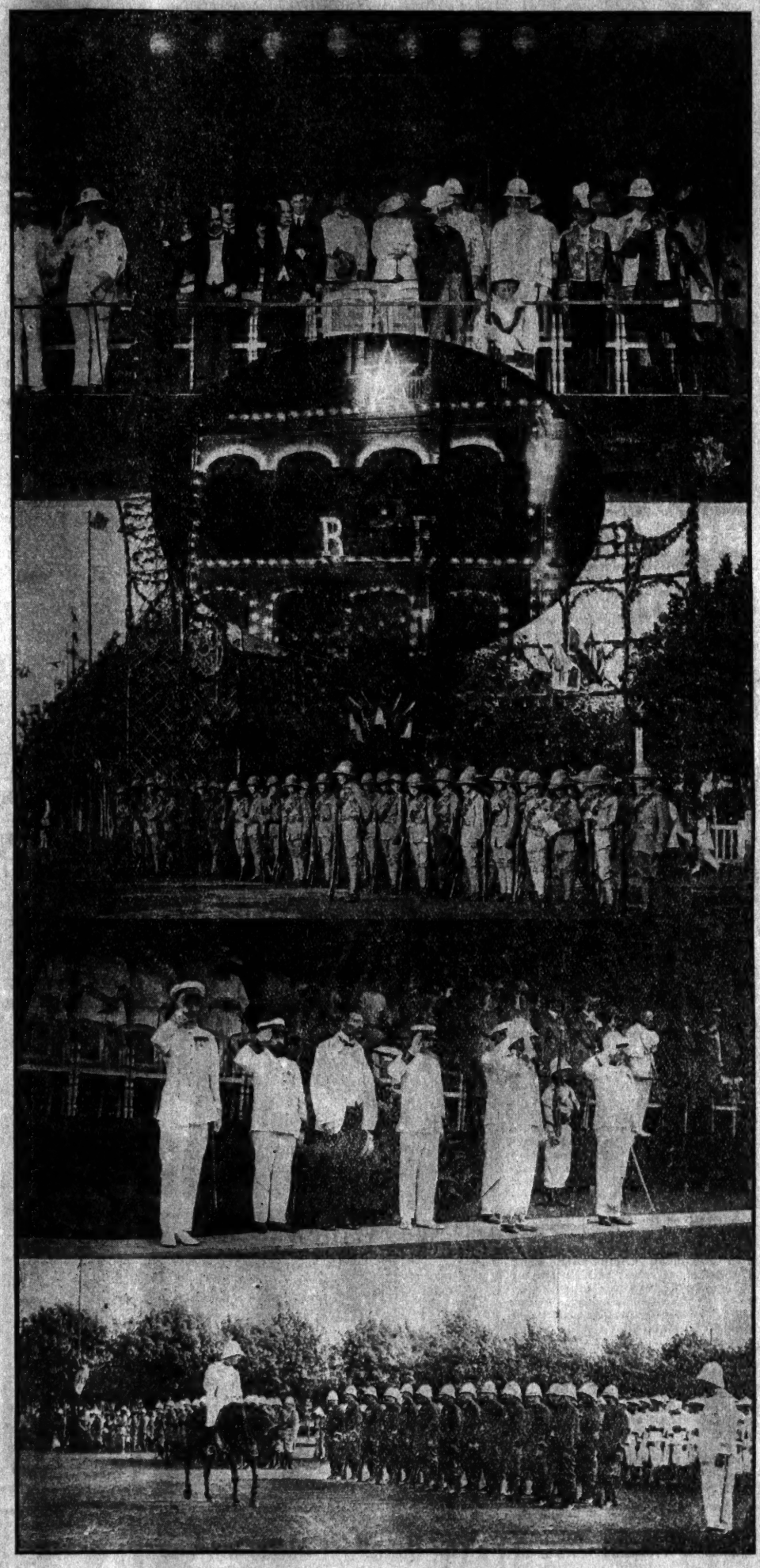
He is also confident that business men generally will realise that victory or defeat are involved in the problem of war-prices.

Carson May Change To War Cabinet Post

(Reuter's Agency War Service)

London, July 12.—Several papers state that Sir Edward Carson will probably enter the War Cabinet, relinquishing the Admiralty.

Picturesque Scenes At Yesterday's Celebration Of July 14th Anniversary In French Concession



At the top, Allied Consular and judicial representatives; next, the Portuguese Co., S. V. C., which was specially complimented by Major Trueman; third panel, the French Consul General, M. Wilden, and staff; at bottom, the French volunteers and Annamites being reviewed; in oval, one of the night's electrical decorations.—Photos by Burr Photo Co.

Celebration Of 12th In Ulster Peaceful

(Reuter's Agency War Service)

London, July 12.—The 12th of July processions were resumed in Ulster today but were quiet affairs. No flags were carried in Belfast, where a religious service replaced the customary speeches.

The Weather

Cool with threats of rain. The maximum temperature recorded was 88.1 and the minimum 74.1, the figures for the corresponding day last year being respectively 95.2 and 73.9.

RUSSIANS CROSS RIVER AND MOVE ON STRYJ

Proceed On Two Lines But Expect German Attack On Northern Front

(Reuter's Agency War Service)

Petrograd, July 13.—Now that the River Lomnitza has been crossed, the eyes of Korniloff's Cossacks are turned to the great railway center of Stryj.

Two distinct movements are proceeding: one northward behind Halicz and the other on the Upper Luvka in the direction of Dolina for the purpose of covering the former.

It is believed that the defences of Lemberg are strong on the east and north-east but weaker on the south.

Meanwhile a German attack on the Northern Front is expected.

French Shipping Loss 2,750,000 Tons In 1916

(Reuter's Agency War Service)

Paris, July 12.—Shipping losses and accidents in 1916 accounted for 2,750,000 tons, as compared with an annual average before the war of 600,000 tons.

During the week ending July 8, 1,067 merchantmen arrived and 1,009 sailed from French ports. Three over and one under 1,600 tons were sunk and nine unsuccessfully attacked.

Japanese Diet Closes; Budget Bill Is Passed

Reuter's Pacific Service to The China Press

Tokio, July 14.—The Diet closed today. The Budget and other important Bills have been passed.

CHANG HSUN HAS ESCAPED SOUTH, PEKING REPORT

Succeeds In Getting Away From German Refuge In Capital

TROOPS DISARMED

Li Yuan-hung Leaves Japanese Legation For His Private Residence

ALL PEACEFUL NOW

Charges Of Teutonic Intrigue Behind Whole Move Are Renewed

(CHINA PRESS OWN SERVICE)

Peking, July 14.—General Tuan Chi-jui came up to Peking from Tientsin this morning and at once assumed his office of premier. The names of his cabinet members will be officially announced later.

President Li Yuan-hung so far is refusing to assume his post but both Feng Kuo-chang and Tuan Chi-jui favor his remaining in office until August, 1918.

Chang Hsun is known to have been saved by his German friends, who took him to the Dutch Legation, from where he was taken to the German legation barracks last evening. The negotiations over his treatment are now entirely in the Dutch minister's hands, the Allied ministers merely watching developments. The reports of Chang Hsun's financial support from German sources have caused suspicion among the Allied representatives.

Tientsin, June 13.—Peking is quiet. Part of Chang Hsun's men are fighting with the Fifth Division along the Tientsin-Pukow railway and traffic has been held up. The telegraph wires between Peking and Tientsin are in operation again.

Additional charges are being made of German intrigue behind Chang Hsun's move, strengthened by the circumstances of his flight to the Dutch Legation.

Chang Hsun's Escape From Peking To South Reported

Chang Hsun has fled from the German Hospital where he has been taking refuge since Thursday evening, according to the Japanese Telegram Service, and is now reported to be on his way South. His troops at the Temple of Heaven have been given three months' extra pay and are being transported to Shantung to be discharged.

The question of what to do with Chang Hsun will be left entirely to the negotiations between China and the Dutch Envoy, according to the decision reached at the meeting of the Allied Ministers at Peking yesterday. They also decided to ask the newly organised government to favor the declaration of war against Germany.

President Goes To Home

Reuter's Service

Peking, July 14.—Three special trains arrived this morning conveying Premier Tuan Chi-jui's bodyguard and staff and finally Tuan Chi-jui, who was accompanied by a large number of prominent persons, including Liang Chi-chao, Yeh Kung-chow, Tang Hua-lung and Hsu Shih-ying.

President Li Yuan-hung has gone to his private residence. Premier Tuan Chi-jui called on Baron Hayashi, the Japanese Ambassador, this afternoon and thanked him for the protection afforded to President Li Yuan-hung, who shortly afterwards left the Japanese Legation and returned to his private residence after expressing his thanks to Baron Hayashi.

A number of incidents during the past few days substantiate the previous reports that Chang Hsun received help from the Austrians and Germans in the matter of the restoration. In fact it is believed in some quarters that he was actually bought by Germany. This assertion appears to be borne out by the fact that just before the Restoration

Chang Hsun circulated a telegram denouncing Liang Chi-chao and Tang Hua-lung for favoring the declaration of war against Germany, declaring that they had created numerous difficulties in China's foreign relations, had stirred up internal disturbances in the country for personal gain and demanding that they be declared outlaws.

How Chang Was 'Rescued'

The rather theatrical rescue of Chang Hsun's family and the rescue of Chang Hsun himself were obviously prearranged. It is reliably reported that a foreigner remained with Chang Hsun on Wednesday evening and Thursday morning. This was probably the Austrian or German who brought Chang Hsun into the Legation Quarter when things became too hot. The Commandants of the Legation guards had resolved that no Chinese should be permitted to enter the Legation Quarter without a special pass. Whether this regulation was complied with in the case of Chang Hsun cannot be verified as he naturally was brought in through the entrance guarded by the Austrian marines.

Altogether the Germans have made another serious blunder and greatly angered the Chinese, who consider that they are largely to blame for the recent disturbances, which have caused much suffering to innocent people.

Unfortunately the Dutch also are coming in for some criticism.

After their surrender Chang Hsun's men at the Temple of Heaven demanded three months' pay before evening, otherwise they would, continue fighting. General Tuan Chi-kuei, the Republican Commander, was therefore compelled to borrow $80,000 from the Yokohama Specie Bank, being unable to obtain the money in time from Tientsin. This explains why these troops were not disarmed till the evening, and also the remarkably small casualties on both sides.

How Ten—Day Monarchy Was Given Coup de Grace

Tientsin, July 13.—(delayed) Premier Tuan Chi-jui leaves for Peking today.

Yesterday's train from Tientsin to Pukow was stopped at Lincheng and all traffic on the Tientsin-Pukow railway is interrupted. The railway administration states that Chang Hsun's troops at Hsuchowfu, who had previously agreed to surrender, have now revolted and are completely out of hand. The railway is reported to have been torn up north of Hsuchowfu.

Casualties Were Slight

In view of the enormous quantity of ammunition used by both sides and the large numbers of troops engaged the casualties in the fighting in Peking yesterday were very small. Chang Hsun lost about 4 men killed and 20 wounded at the Temple of Heaven and 6 killed and 10 wounded at his residence. The losses of the Republicans were even less and the heaviest casualties are among the non-combatants for, according to the police reports, some thirty civilians were killed and many wounded by stray bullets.

The shooting of Chang Hsun's men was particularly wild. For instance, along the eastern wall of the Imperial City they attempted to repel attackers by holding their rifles above their heads and firing over the wall blindly. The Republicans knocked a number of holes in the wall opposite Chang Hsun's residence through which they fired machine-guns, quickly clearing Chang Hsun's men from this neighborhood and driving them northward, where they were hunted down and disarmed. A number of them escaped after discarding their uniforms and arms on the ground around Chang Hsun's residence. The Tienanmen is also littered with abandoned ammunition and equipment.

Although Chang Hsun's men surrendered at 10 o'clock yesterday morning it was not till late in the evening that they were disarmed. In the meantime they fraternised with their opponents. It is understood that they will be given three months pay, disbanded and sent to their homes.

The situation is now quite quiet, though the telephone and telegraph service is disorganised and the train-service again irregular.

The police are taking strict precautions and a number of areas are closed after dark.

Practically no looting occurred.

Seven Foreigners Wounded

Peking, July 12.—Chang Hsun's men holding the Temple of Heaven and the Temple of Agriculture surrendered between 9 and 10 o'clock in the morning.

After Chang Hsun's escape to the Legation Quarter desultory fighting continued between the Chienmen and Tienanmen gates and also in the northern part of the Imperial City.

The Republican artillery made excellent practice against the Tienanmen with shrapnel and also against Chang Hsun's residence, which was set on fire and entirely destroyed though the surrounding houses were practically untouched.

The number of killed and wounded has not yet been ascertained. At least seven foreigners have been wounded. Many bullets and some shells fell in the Legation Quarter.

Chang Hsun's family was brought into the Austrian Legation about 9 o'clock this morning and Chang Hsun himself was brought in a motor-car by an Austrian, who was wearing a Red Cross armlet, at 11 o'clock and taken to the Dutch Legation. Later he was escorted to the ex-German Barracks by the Dutch Minister and General Munthe, the Commander of the Chinese Corps for protecting the Legation Quarter.

Chekiang Assassin Escapes

Special Correspondence to the China Press

Hangchow, July 13.—Chao Jun, Chief Military Advisor to Military Governor Yang Shan-teh, was assassinated at half past eight o'clock this morning while on his way to the governor's yamen. The assassination took place on one of the busiest streets of the city, immediately in front of the Fengtien-Chihli Guild. The assassin after shooting his victim twice with a pistol made good his escape by way of a back alley.

Chao Jun represented General Yang in Peking last month in urging the dissolution of Parliament. He had only recently returned from Nanking where it is reported he went to confer with the Vice-President.

Feng and Tuan Both Want To Get Presidential Seal

The struggle for the possession of the Presidential Seal as well as four other insignia now in the possession of Gen. Ting Hwai, who arrived at Shanghai Thursday, have begun here. Acting-President Feng has sent Wu Shih-ku to this city to obtain them from Ting while General Tuan Chi-jui has deputied Tang Hao-chun to get them. Tuan claims that he does so in the name of the President. It was announced last night, however, that Gen. Ting will not yield them to any of the representatives.

Gen. Ting Hwai stated that he will hand these seals over only when President Li demands them personally or sends somebody with a written notice from him, as it was the President who asked him on July 3 to keep them in his own possession without surrendering them except by his order.

Mr. Ting incidently also mentioned that the only presidential mandates that General Li issued before taking refuge in the Japanese Legation were those gazetted on July 1, one appointing General Feng Kuo-chang as Commander-in-chief of the Punitive Army and the other effecting the appointment of General Chang Shao-tsen as Feng's Chief of Staff.

Presidential Mandates Falsified, Is Charge Made

That the mandates alleged to be issued by President Li requesting General Feng to be Acting President and appointing General Tuan as Premier were falsified is the assertion made by Wu Ching-lien, speaker of the House; Quo Tai-chi, former secretary to the President; Chang Chi, former Speaker of the Senate; Sung Hung-yi, former Minister of Interior, Wang Chao-ming and several other Parliamentarians in a wire to General Li Lieh-chun.

The message states that prior to Mr. Li's taking refuge in the Japanese Legation, two mandates were gazetted appointing Feng as Commander-in-chief and Ting Hwai assistant commander of the punitive force and General Chang Shao-tsen Chief of the General Staff.

As soon as the mandates were issued, Chang and Ting conferred with Regiment Commander Feng Yoh-hsian of the 16th regiment stationed at Langfang and began their operation. Meanwhile Tuan Chi-jui, without authority, declared himself Commander and arbitrary appointed Tuan Chi-kwei his assistant, ignoring the mandate entirely.

The communication further accuses Tuan as being in favor of the monarchical movement and having attacked Chang Hsun when the latter neglected him and gave him no office under the Manchu Dynasty. General Li Lieh-chun was asked to take drastic action against Tuan.

Another message was sent by the same parties to Military Governor Tang Chi-yao of Yunnan. The general trend of this message is about the same as the first one, only in addition Tuan's proposal to organise a Provincial Parliament and his appointment of Ni Shih-chung as Tuchun of Anhui are condemned.

Monarchists Ordered Arrested

(From Chinese Press.)

A mandate has been issued ordering the arrest of 14 monarchists. They are Chang Hsun, Kang Yu-wei, Wang Chen-shih, Liang Ting-feng, Chang Ching-fang, Lai Chen-chun, Liu Ting-shen, Lau Nai-hsian, Hsia Tung-wu, Tsen Shou, Wang Nai-chun, Chen Yi, Chiang Ching and Wu Chi-yuen.

The gentry and civilians of Anhui are opposed to having Ni Shih-chung for their Tuchun. Ni, on the other hand, desires to appoint his brother, Ni Yoh-fung, to that position, while he wants to be Military and Civil Governor of Kiangsu. Acting-President Feng Kuo-chang is hestitating in giving the Ni brothers these responsible posts.

On account of his indisposition General Feng has postponed his trip to the North. The question of the convocation of the original Parliament is still unsettled. General Feng proposes to invite Inspector-General Lu Yung-ting to come to Nanking and discuss the matter thoroughly.

Dr. Sun Yat-sen is advocating the establishment of a military government in Canton, but General Lu Yung-ting is opposed to the movement. It is reported that General Li Lieh-chun will soon come to Shanghai.

EIGHT DENOMINATIONS IN SUMMER CONFERENCE

Special Correspondence of The China Press

Soochow, July 13.—There is at present in session here at the Soochow University a very successful Summer Conference made up of three separate departments of work.

At the last annual conference of the Methodist Episcopal Church, South, a committee under the Chairmanship of Rev. J. C. Hawk was appointed to arrange for a conference of Christian workers in this section of the country to be held in connection with the Normal school for day school teachers and the Sunday School workers' conference which has been held here annually for several years.

The matter was discussed and arrangements were made to open the conferences and Normal to all denominations which might care to participate in them and as a result there is a very large and representative gathering of the workers along each of these lines.

The matter of financing the entire conference was taken up with Rev. J. H. Blackstone of Nanking and he very generously consented to undertake to provide the necessary funds for the running expenses of the gathering. We understand that the same thing has been done for several similar conferences in other parts of the republic as well.

The hope of the organisers of this meeting is that there may be a continuation of this gathering every year and that it may be carried on by a representative committee from the various denominations working in this portion of China. An attempt will be made to effect such an organisation before the end of this year's session.

At present there are over 350 delegates at work in the various departments and there are 8 denominations represented. This will give an idea of the scope of the present work and what the possibilities are for future development if co-operation can be secured between all the Missions.

The daily program will show the intensity of the work:

A.M.
6.15-6.30—Physical drill.
7.45-8.15—Morning chapel.
The remainder of the morning is divided into four periods during which the various sections of the conference scatter to their respective class rooms and take lectures by specialists in their various subjects.

P.M.
4.00-5.00—Class work.
5.00-6.00—Platform lectures for the whole conference.
6.00-7.00—Recreation in which every one has a chance to take such courses of play as he may wish. Three divisions are made and each section has games under the direction of an instructor.

There are a number of people from other places giving lectures. Among them are Drs. A. P. Parker, R. Price, and Messrs. L. I. Moffett, J. L. Hendry, Kaung Zang-tsoen, Yui and others and Messrs. W. B. Nance and Li Dzong-doen of Soochow are also giving course. Mr. Chen Wai-bing, Dr. Bryan, and others are giving the platform lectures.

MESOPOTAMIA DEBATE OPENED IN COMMONS

Attorney General Announces Plan For Judicial Inquiry Into Commission's Findings

(Reuter's Agency War Service)

London, July 12.—The debate on the report of the Mesopotamia Commission opened in the House of Commons today. The Attorney General said that there would be an appointment of a judicial tribunal of inquiry into the allegations made by the Commission adversely affecting the conduct of military officers. This was merely an act of justice, because the persons criticised in the report up to the present have been afforded no opportunity to vindicate their conduct. The Court would be enabled to deal separately with any officers and separately to report to the Army Council. Alternatively the Government was willing to set up a tribunal by statute to deal with cases both of soldiers and civilians.

Mr. Austen Chamberlain, referring to the earlier advance on Bagdad, warmly repudiated the charge that Ministers for political reasons deliberately sent men on a hazardous gamble. He defended Lord Hardinge, against whom the gravest allegation was that he trusted military affairs too implicitly to the military advisers sent to him. Mr. Chamberlain said that it was impossible for him to remain at the India Office when his conduct might be questioned by the judicial tribunal which would deal with persons censured in the Mesopotamia Report. His resignation was final.

Mr. A. J. Balfour, Secretary of State for Foreign Affairs, announced that Lord Hardinge, Permanent Under-Secretary for Foreign Affairs, had thrice offered his resignation since the publication of the Mesopotamia Report, but Mr. Balfour had refused to accept it.

Towards the close of the evening Mr. Balfour announced that the Government would adopt the alternative proposal mentioned by the Attorney General for a statutory tribunal.

The debate was adjourned.

All Shanghai Joins In French Celebration

(Continued from Page 1)

propagated in all souls a virtuous impulse which rendered easy to everybody the idea of sacrificing.' We may be proud indeed to be the citizens of a nation of which such a great man said such grand things. But it is not sufficient to be proud of being French: we must all be worthy of it, and it is towards that that we should direct all our efforts. You remain here because it is an absolute necessity to continue the economic right of France abroad. You have worked with all the better part because you knew you were working not only for yourselves but also for France. But the struggle is long and hard, and the day may come when many amongst us will be called to go back to fight. I am already certain that those will know how to follow the example of their predecessors. The Frenchmen of Shanghai who have fallen facing the enemy—the memory of them will always be honored and cherished. It is, in thinking, of those that you are going to salute the tri-color of our country. It is in their honor that our bugles are going to sound the most pathetic of calls—that which, on the battlefield, announces danger, and in the day of festivity announces victory. "Au Drapeau."

Following the Consul's speech, which was received with cheers, the "March Past" was formed and swung by the stand. Each detachment came in for well deserved applause and as the American Company passed there were cheers for the Allies' latest fighting partner. The Portuguese Company also drew accentuated applause for its fine appearance in the line.

The troops marched from the gardens to the French Municipal Hall where they disbanded at 10.30 to attend the reception given in their honor, and partake of a lavish service of refreshments.

At 11.30 M. Wilden received the guests at the Consular reception. A large attendance marked this feature.

French members of the Shanghai Club became hosts to their fellow members of other nationalities at 12.30. There were enthusiastic greetings and allusions to the brotherhood of the entente nations here also, and Mr. H. G. Simms, chairman of the Club committee, addressed the gathering.

"Since I had the privilege of giving expression to our sentiments of regard and esteem for the French nation on this anniversary last year, great events have added lustre to the name of our gallant Allies," said Mr. Simms. "The battle of Verdun has passed into history, but its effect can at this time be more fully appreciated. Germany's power of attack reached its zenith in that great struggle. Around Verdun she put forth her greatest effort to win this war by force of arms. France rose to the occasion, and justified that confidence which the world reposes in her military genius and in the valor of her soldiers. Picture to yourselves if anything had gone wrong at Verdun and you will appreciate some measure of France's contribution to final victory in this war. Ever since Verdun, Germany lost her ascendancy. Today she has to submit to the punishment meted out to her by the ever increasing strength of her enemies. Her people long for peace but they must first repudiate the principle that the sword is the symbol of government. They must realise that reason and goodwill are the foundations of a lasting peace and the basis of their re-admission into the 'concert of nations. Until then they must remain aliens among the nations of the earth. Gentlemen, it is our fervent hope that ere this anniversary comes round again, justice and liberty will have triumphed. France and her Allies will have entered into the enjoyment of an abiding peace guaranteed by the overthrow of Prussian militarism. I will ask you to cement those cordial relations which exist between France and her Allies and between the French members of this Club and the rest of the members, by drinking the health of the President of the French Republic."

M. Wilden responded to the speech and the crowd joined in singing the Marseillaise and the British and American national anthems. The Consuls-General for Belgium, Russia and Italy made brief remarks as did also Messrs. G. E. Tucker and P. Grant-Jones.

There was a band concert at the Cercle Sportif Francais at 5 o'clock in the afternoon.

The clubs and hotels were the scene of many animated dinner parties in the early evening and most of the these places, both in the Settlement, and the French Concession provided special menus for the occasion.

Crowds filled the Koukaza gardens again last night for the band concert and cinematograph display and to watch the special illuminations. The night was ideally cool and hundreds enjoyed the evening program.

The cinematograph on the Boulevard de Montigny for Chinese also collected an unusually large and interested audience.

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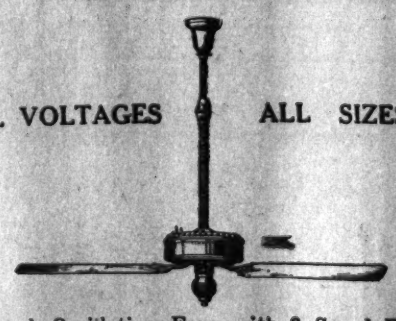

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AMERICANS TELL THE RUSSIAN OFFICIALS MISSIONS' OBJECTS

Formal Presentation Of Members To The Government

TSAR'S PALACE THEIR HOME

Cabinet Wants Meeting With Allies To Examine Treaties

Petrograd, June 14.—Members of the Root and Stevens commissions began conferences today with Russian officials. The formal presentation to the Provisional Government, however, will not be made until tomorrow. The Americans are delighted with the reception they have so far been accorded.

Explains Mission's Aims

David R. Francis, the American Ambassador, issued to the press today a statement explaining the aims of the American mission. The statement is thus summarised by the official news agency:

"The communique states that the functions of the mission are to devise, in accord with the Russian Government, effective means to aid Russia in her efforts to defeat the universal enemy of democracy. Germany and the German standpoint are the greatest foes to the democratic ideas now cherished by America and Russia in common. The mission will elucidate to Russia the aims followed by America, making it clear that America is inspired by idealistic motives; also that she is devoting to the struggle all her material resources, the indications of which are the facts that the American fleet is now operating jointly with the Allies fleets; that 10,000,000 Americans are registered, and the economic support which America can lend. Realising that Russia must not only fight but live, America will try to reduce the burdens and privations borne by the Russian people.

"Among the members of the mission, continued the communique, is not one person who pursues any personal, financial or commercial aims, or who desires to influence Russian internal affairs."

Big Welcome For Root

A large delegation of Russians and Americans, including several Ministers, the chief of the local military staff and the entire personnel of the American Embassy and consular establishments greeted the Root Commission on its arrival here yesterday afternoon. A guard of troops stood at attention as the special rolled into the station.

Ambassador Francis presented Foreign Minister Tereshchenko to the chief members of the commission, after which the Minister introduced his colleagues, N. V. Nekrasoff, Minister of Ways and Communications, and A. I. Shingaroff, Minister of Finance, and several Asistant Ministers. The commission was escorted to the Winter Palace of the former Emperor, where the principals were lodged.

In the evening the French Minister of Munitions, M. Thomas, who is on a special mission to Russia, called on Mr. Root.

Would Examine Treaties

The Cabinet has decided to suggest a conference with the Allies to examine the various treaties among the several Allied powers.

The Provisional Government has issued a decree declaring all acts of military disorder to be insubordination, including refusal to fight and also incitement to fight against the Government. Such acts, says the decree, are punishable by long sentence to servitude in the penitentiary and the deprivation of rights to property, and also the right to receive land under the coming land redistribution.

Gen. Denikine, former Chief of Staff, has been nominated to succeed Gen. Gurko in command of the armies on the Western front.

The Minister of Finance is preparing a law creating a state sugar monopoly on the general lines of Count Witt's great vodka monopoly. Henceforth all home produced sugar will be purchased by the state at a price based on the cost of production. It will be sold at prices fixed by the Ministers of Supplies and Finance.

American Doctors Leaving Buckingham Palace

AMERICAN DOCTORS LEAVING BUCKINGHAM PALACE ©INTERNATIONAL

The above photograph shows the American doctors recently entertained by King George of England leaving Buckingham Palace.

MISSION PREACHER ON FOLKSTONE RAID

Likens German Attack On Seashore Resort To A Cyclone At Home

Folkestone, England, May 31, (Correspondence of The Associated Press).—Among those who experienced the horrors of the recent German air raid on Folkestone, in which many persons were killed and injured, was the Rev. Burris A. Jenkins of Kansas City, Mo. In a statement given to The Associated Press Mr. Jenkins graphically describes this attack and told of his sensations during the rain of destruction from the sky.

"It was our first time under fire and it reminded me of a Missouri cyclone," he said. "The only drawback to this comparison is that the sun was shining in a clear, blue sky, over a placid sea. As the shells were crashing around us and houses were caving in before I knew it I was humming a long-forgotten tune, doubtless subconsciously associated with those old days. Two other men in our party independently testified that they also began singing softly. Perhaps this tendency to sing or whistle is a manifestation of nerves, and explains why troops always do so when we see them embarking for France; they know that next day they will be in the trenches—may be over the parapet. At all events, we all confessed to nerves and fear.

"Most people took to the cellars. Had I known there was a cellar handy, or that it is considered good form in the circumstances, I should have followed, for soon I found myself alone on the leas overlooking the sea, where I had gone at the first cry of 'Zeps.'

"When I rushed out of our house by the seaside I found crowds gazing upward in the direction of the sun. I could see nothing for the glare; neither, apparently, could others. Suddenly two little girls cried, 'There they are.' Then I saw them, two airplanes, not Zeppelins, emerging from the disc of the sun almost overhead. Then four more, or five in a line, and others and others, all light bright silver insects hovering against the blue of the sky. The heavens seemed full of them. There were about a score in all and we were charmed with the beauty of the sight. I am sure few of us thought seriously of danger.

"Then the air was split by the whistle and rush of the first bomb, which sounded like the shrill siren of a car. This was followed at once by a detonation that shook the earth. I heard nobody shriek, weep, or cry aloud. The people were marvelously controlled. I glanced in the direction of the shell-burst, a hundred yards away, and the debris was still going up like a column of smoke. Then came two more strokes, apparently in the same spot. Then three other bombs fell. I afterward found the missiles wrecked the —— hotel and wounded our motor driver.

"Then another bomb demolished the Manor House by the sea. Two others now fell in the water behind me, and the gravel and mud and water spouted up where I stood.

"Other shots fell, but I could count no further. They came thick and fast, like crackling, rolling blasts of our western lightning and thunder. Nobody has reported the number of shells as far as I know. But there were 200 or more casualties—nearly 100 of them fatalities.

"Anti-aircraft shells were now bursting on the fringes of the air fleet. Then followed in the distance the purr of the machine guns, and we knew that our own planes were up in pursuit. We were later informed that three of the hostile fleet were brought down in the Channel.

"When I reached the spot where the first three bombs had fallen, glass strewed the street for a block. In the middle of the macadam road was a shell hole, six or eight feet across and three deep. There lay two men in uniform who looked to me to be dead; there a civilian, white haired, whom I knew had been killed. Yonder was a little girl, half her face gone; yonder a yonug woman, both feet gone. A young Lieutenant, a Y. M. C. A. man from Canada, our host for those days, himself wearing the gold stripe on his arm which betokens a wound and no longer fit for service in the field, was bending over the wounded. I heard one of the stricken soldiers moaning: 'Mother, oh, mother!' Yonder lay two little babies already covered with sacking.

"We rushed into a nearby basement where they said there was a wounded woman. Her hip was gashed. A Red Cross nurse appeared from nowhere. Now they were carrying an old woman, shaking with palsy, from a shell of a house. She was 80 if a day. She had a bonnet and gloves. How she managed thus to array herself for departure from her home or to live at all in her demolished house is beyond me.

"All this is what I myself saw, and one pair of eyes could see only a small corner of the devastated area. Houses were mere walls. All the interiors were torn out, as if by fire. A girls' school near by was a wreck.

"Down the slope in the lower and busier section of the town a narrow street crowded with afternoon shoppers was strewn with scores of dead, mostly girls and women. The old shoemaker who had been in his little shop was never found. Legs and arms and heads, detached, were scattered about. The draper's shop was a mass of brick and stone, and every girl in it was dead.

"The remarkable thing was that I heard no shrieking and saw no weeping or wringing of hands. All faces were white, teeth were clenched, lips compressed. Women clutched at their garments or spasmodically smote their breasts; but not a moan nor a loud word escaped any lip within my hearing. The English are a marvelous people."

Piece Goods and Yarn

The market has been buoyant throughout the week, notwithstanding the somewhat dramatic events occuring in Peking, the effects of which have fortunately been confined so far to the immediate neighborhood of the capital.

Local values are now advancing at something like the same runaway pace that has been current in the home markets for some little time past, and cloth is being eagerly picked up at prices that only recently would have been considered well beyond the limits at which the natives could buy. There is, nevertheless, room for still higher prices as it is more than likely that the cost of the raw material and manufacturing expenses in Manchester will continue to increase so long as war conditions last.

We have little private business to report below, as the small remaining stocks are strongly held, so that the demand has been largely diverted to the public auctions where prices advanced in consequence by leaps and bounds.

Grey Shirtings Generally.—We have no business to report in these, buyers being eager enough to fill their requirements but finding no sellers. The auction goods made further very sharp advances all round, all grades having fetched from five to eight mace per piece over prices at the last sales.

White Shirtings.—Yangtsze buyers have been able to place a small business by expanding their limits considerably, and we have the following to report:—Gold Nine "Tah" at Tls. 8.50, Fancy Woman at Tls. 8.50, Blue Nine Horses at Tls. 8.20, Cash at Tls. 7.40, Peacock at Tls. 7.32½, and "Woo Sang Gee" at Tls. 7.25. Auctions advanced about six mace per piece on the average.

Bleached T-Cloths.—A few sales to Chefoo are returned as follows:—Four Cocks at Tls. 6.25, Three Bees at Tls. 5.25, and Three Peaches at Tls. 5.25. Local Sheetings.—The mills have been able to book fair orders at very satisfactory prices as follows:—11 lbs. Three Rabbits in Ring at Tls. 5.50, 12 lbs. Horse in Ring at Tls. 5.25, 13 lbs. Two Horses at Tls. 5.60, 13 lbs. Two Elephants at Tls. 5.50, and 16 lbs. Five Horses at Tls. 6.60.

Dyed and Fancy Cottons.—Market very strong all round except for a few Northern chops which naturally suffer through the unsettled situation in Peking.

Cotton.—Prices for the local staple remain nominally steady, but very little business appears to have been done beyond a few small purchases of new and old crops at last week's prices.

Yarn.—Market remains very steady but quiet, with only about 750 Bales reported as having been sold as follows:—

No. 10s.—200 Bales President at Tls. 114.00.

No. 12s:—150 Bales Anchor at Tls. 121.00, and 100 Bales Teenkwan at Tls. 125.00.

No. 16s:—300 Bales Man and Clock (Heavy) at Tls. 143.00.

Indian Yarn.—Business to extent of about 1,150 Bales has been transacted at an advance of about three to four taels per bale as follows:—

No.—10s.—100 Bales Central India at Tls. 125.00/126.00, 100 Bales Jamshed Compass at Tls. 113.00, 25 Bales Pabaney (Ring) at Tls. 120.00 200 Bales Sorab at Tls. 118.00/119.00, 50 Bales Swadesi Kose at Tls. 125.00 and 50 Bales Tricumdass at Tls. 115.00.

No. 12s.—25 Bales China at Tls. 115.00, 100 Bales Currimbhoy (Ring) at Tls. 115.50, and 400 Bales Elphinstone at Tls. 112.00/116.00.

Japanese Yarn.—No sales, but the tone of the market is strong in sympathy with Osaka quotations.

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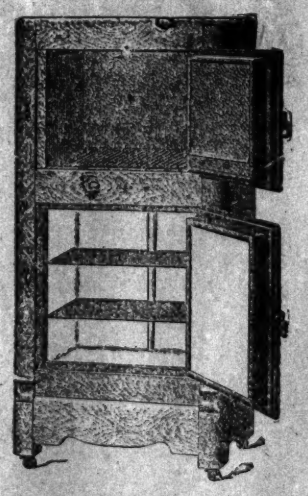

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"THE GREAT SACRIFICE"

and "THE STOLEN SHADOW"

SYNOPSIS

11th Episode:. "THE GREAT SACRIFICE"

Fleeing from her husband and the hirelings of Bianca, queen of the underworld, Leontine and her mysterious protector, Ravengar, find a haven of refuge in a cottage in the woods, where he leaves her and returns to search for the mantle which has been stolen by Ruggles. Ravengar falls from a ledge, and Bianca and her men, finding his unconscious body, carry it to the shack where Leontine is hiding. Bianca, seeking for some spirits to revive Ravengar, finds herself facing the shot gun in Leontine's hands. When she finds that Bianca is really trying to save him from the men who want his life, she begs her to unlock the back door and let her go for help. This she does and Bianca, as Ravengar shows signs of returning consciousness, whispers to him to make a dash for the trap door when she opens it. With the gun she keeps them at bay until he makes the cellar, and then joins him. Their shots fired at the two in the cellar failing to drive them out, they resort to a stick of dynamite. Bianca bravely picks it up and carries it upstairs, but not in time to save herself. It explodes and Bianca makes the great sacrifice for the man she loved.

12th Episode:. "THE STOLEN SHADOW"

While trying to escape from Ravengar, Sebastian makes a wild plunge into the river while riding a motorcycle. He manages to swim to a boat and makes his get-away from his pursuers. Realising that his game is nearly up he prepares for fight, and locating Ravengar's laboratory, he makes an effort to secure the mantle of invisibility, and the secrets of the dead scientist contained in the diary which Ravengar keeps in a safe. He secures the mantle and the bottle of mysterious black pellets, but in his haste to get away he is knocked down by an auto and taken to a hospital. Ravengar and Leontine discover the theft a short while after and finding a clue pursue him to the hospital.

Sebastian comes to as they reach his bedside and with a quick movement throws the mantle over himself and disappears. Ravengar, knowing he is in the room orders them to close the door, and then with his arms outstreched tries to catch the invisible foe. Suddenly a window crashes to the floor, broken by an unseen hand. Ravengar follows and at the top of the stairs manages to clutch Sebastian. Down the steep stairs they fall, Ravengar losing consciousness and Sebastian, suffering only minor injuries, vanishes with the mantle.

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Kalem comedy.

"MAX VICTIM OF THE BLACK HAND"
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GERMANS ARE GIVING UP THEIR FAITH IN U-BOATS

Responsible Persons Abandon The Idea Of Forcing Peace By Their Use

DECEIVED, THE PEOPLE SAY

Admiralty Withholds Figures Of May Sinkings, Fearing Disappointment

Copenhagen, June 17, (via London, June 18).—The Associated Press correspondent today had an opportunity to converse with a man just returned from Germany, who said responsible Germans had quite abandoned hope of forcing an end of the war through submarine activity, and that the people in general were now declaring in increasing numbers that they had been deceived and misled by the preachers of submarine ruthlessness who had promised them speedy peace, but had merely brought the United States into the war.

The German Admiralty is showing no haste to publish the submarine statistics for May. No estimates of them, or even approximations, have yet been issued, though announcement of the 1,000,000 ton result in April was made May 6, and the figures for March were published April 13.

The delay tends to confirm the impression that the May statistics will show a considerable falling off from the April figures, information from Germany being to the effect that between 700,000 and 800,000 tons were sunk in May. It is also thought here that the German Admiralty is endeavoring to prepare the public for the situation by long dissertations that results are to be measured not by the actual tons sunk, but by the guns and men which the necessity of arming ships keeps from being sent to the front.

The newspaper writers at the Berlin press conference on Friday were instructed to emphasise the delay and embarrassment to allied commerce caused by the necessity of convoying ships.

No definite data was given them as to when the end of the war might be expected through the submarine campaign and the pro-submarine papers, like the Tageszeitung and the Kreuzzeitung, have shown marked nervousness at the mention by the Conservative leader, Herr von Heydebrand, of two months as the outside limit set by a German Admiral as the time necessary to see the finish of England. The Tageszeitung immediately protested against a too literal interpretation of Herr von Heydebrand's time limit and surrounded it with a hedge of conditions and explanations.

The Admiralty Press Bureau inspired to further activity by Major Morahts statement in the Tages Zeitung that the submarine had done nothing to interfere with the shipment of munitions and supplies from England to France, recently gave the newspaper correspondents permission to print statements that the campaign had attained what was desired by interfering with supplies of raw material for munitions and food for munition workers.

KAISER CLIQUE TRIES TO CHOKE GERMANY'S DEMANDS FOR PEACE

Business Interests Looking To Future; Want Strife Ended

FEAR WORLD ISOLATION

Realise Another Market Is Closed When New Nation Enters War

By Judson C. Welliver

London, May 28.—Any consideration of the possibility of peace within a measurable future must begin now to recognise the differences between the attitude of Germany and Austria. In both countries there are developments, rapidly becoming more apparent and significant, which demonstrate that public opinion is fast coming to realise the necessity for peace, and for peace not too long delayed. But the German and the Austrian attitude are decidedly unlike.

In Germany only recently has there been discovered evidence of widespread realisation that a tremendous industrial and commercial calamity is inevitable as a result of the war, even if the war should end in a nominal German victory. The German military caste and the Prussian junkers are still determined to go ahead and fight for victory. They are not convinced that victory is beyond their grasp. They are—and this is the most important element in the whole situation at present—incapable of understanding that military victory almost certainly would involve economic ruin thereafter, only less than that which must follow military defeat.

As to the governing class in Germany, the court clique, the Hohenzollern entourage its condition is one of desperation. It must go on in the hope of victory because it knows that unless it wins it is likely to have its grip of Germany wrenched loose.

Business Wants Peace

So there are two important factors at work in Germany in the direction of peace. The manufacturers, shipowners, banking and commercial elements understand what it means to have the world arrayed against Germany. They know that every time a new country joins the long procession of Germany's enemies it means that another segment of the world market for Germany's products is being cut off. They know that Germany cannot live and continue the kind of Germany it has been, the kind of Germany that has earned profits for them, unless the world's markets are open to her.

These commercial elements are not profoundly afflicted with the megloniac notion that Germany can conquer the world and compel it to buy from her. Their commercial experience has given them a broader understanding of this twentieth century world than is possessed by either the junkers, the military element, or the middle ruling class. They know that when all the world gets to regarding Germany and Germans with detestation, when "Hun" is become the wellnigh universal description of a German, it presages a different relationship of Germany to the world in which Germany heretofore has carried on a profitable commerce.

There was a particularly effective illustration of just this thing a few days ago. Some of the quasi political societies in Berlin which patronised the liberal arts had offered to send a famous Berlinese orchestra to tour some of the Norwegian cities. The suggestion represented what in ordinary times would have been a most gratifying opportunity for the Norwegians to hear the world's best music by one of its best musical organisations.

Nevertheless the authorities at Christiania promptly and coldly declined the suggestion, and the incident was most humiliating to Berlin. Some of the German newspapers which are regarded as particularly under the domination of the industrial and commercial magnates indulged in some bitter comments, pointing out that it was inexcusable to afford an opportunity for such a rebuff to be administered by a neutral state. More in sorrow than in anger apparently newspapers commented on the fact that nowadays nobody seemed to want to associate with Germany and Germans, and there were discomforting inquiries as to how long this condition would continue.

Common People Aroused

That sort of thing is getting home to the German people, and particularly to the small minority of Germans who possess any cosmopolitan understanding.

While the commercial Germans are realising the significance of this developing prejudice against things German the masses of the German people, no longer under the hypnotic influence of their vision of world conquest, are asking themselves what it boots them to suffer and starve and die, if at the end they are to be merely the outcasts, the pariahs of the world, with Hohenzollernism more firmly than ever fastened on their neck, while even the despised Russia shall have achieved freedom. Even assuming that Germany shall be bigger after the war than now, what will it mean to the German people? Merely that there will be great territories to be kept under the military heel and thus to afford pretext for maintain.ng the army and the army caste, for continuing the policy of tremendous armaments and thus leaving in the hand of the dynasty the instrument with which to continue frustrating the national ambition for more liberal institutions.

Thus while German intrigue has attempted to subvert the Russian revolution to the advantage of Germany, there has been a reciprocal influence of that revolution upon Germany. The rulers of Germany hope to weaken Russia, but the masses of Germany would like to follow in the footsteps of Russia.

Between these two conflicting ambition there has developed the suggestion from the Berlin Government that concessions shall be made to the democratic aspirations of the country. Two months ago Bethmann-Hollweg, in speeches to the Reichstag and the Prussian Landtag, intimated that some democratic concession were going to be made. Indeed, addressing the Reichstag he gave definite promises of reform.

Right on the heels of this pledge came the news of the Russian revolution. Cynical commentators have presumed that the Chancellor knew what was about to happen in Russia when he made his democratic pronouncements, and that his promises were designed to forestall open disaffection in Germany. The Reichstag promptly created a constitutional committee to pepare a scheme of reform along democratic lines. The committee set to work outlining the projects, chief of which was the recognisation of the Prussian franchise system with a view to establishing something like popular control of the Reichstag.

The Kaiser supplemented all this with his famous Easter message in which he declared there was no room in Germany for a class franchise and agreed that the secret and direct vote should be granted. It is to be said that he did not promise anything even remotely suggesting the ideal of "one man, one vote," which is the essence of democracy, and analysis of the pledges from the Kaiser and the Chancellor suggests that the German reactionaries are justified in their satisfaction. They seem thoroughly convinced that nothing very effective would happen and that whatever happened would be postponed till after the war.

Simply Playing Politics

Apparently they were right. A little while later the Federal council announced the repeal of the Jesuit law and the language law. These two measures have long been the object of attacks by the Center party. A decade ago, indeed, the Centrists had supported legislation for their repeal, which was promptly vetoed by the council. Now, however, the council, which is the instrument of the Kaiser and the Chancellor, tosses these two reforms as a sop to the Centrist cerberus, hoping with it to satisfy the Center party; to attach it firmly to the reactionary side and thus create a majority along with the other reactionary elements, which shall render the efforts of the Constitution Committee futile.

Thus the play of politics has been going on and Hollweg has seemingly been winning victories for the cause of William II, and absolutism. The Constitution Committee is declared to be itself of a decidedly conservative mind, and the probability that it will bring forth and the Reichstag will enact and insist upon measures to establish real responsibility of the Government to the Parliament is as remote as ever. The Federal council is the real Government of Germany, the Reichstag being a debating society; Prussia always controls the Federal council, and Prussia is always controlled by its reactionaries.

Against this array of political factors by which the road to reform seems to have been blocked, stands the big fact that the nation is in a bad frame of mind, that there have been and are industrial disturbances of really serious character, that the country has been hungry for many months and faces the prospect of being more hungry for many more; that the war is not being won, that indemnities are come to be regarded as impossible, and that a debt is being heaped up for the future to pay. How can Germany, cut off from its privileges of shipping and commerce and banking all over the world, hope to re-establish its economic forces? This question is being asked with a new insistence and earnestness.

Thus there are the possibilities, if not the serious probabilities, of revolution in Germany. In Austria the situation is different. The minority in Austria-Hungary is German; the majority the Slav. The German minority has no such grip on the dual monarchy as Prussia has on Germany. The Austrian Germans had plotted, indeed, to establish themselves in a complete ascendeney. It was a clever plot.

Intrigue Is Opposed

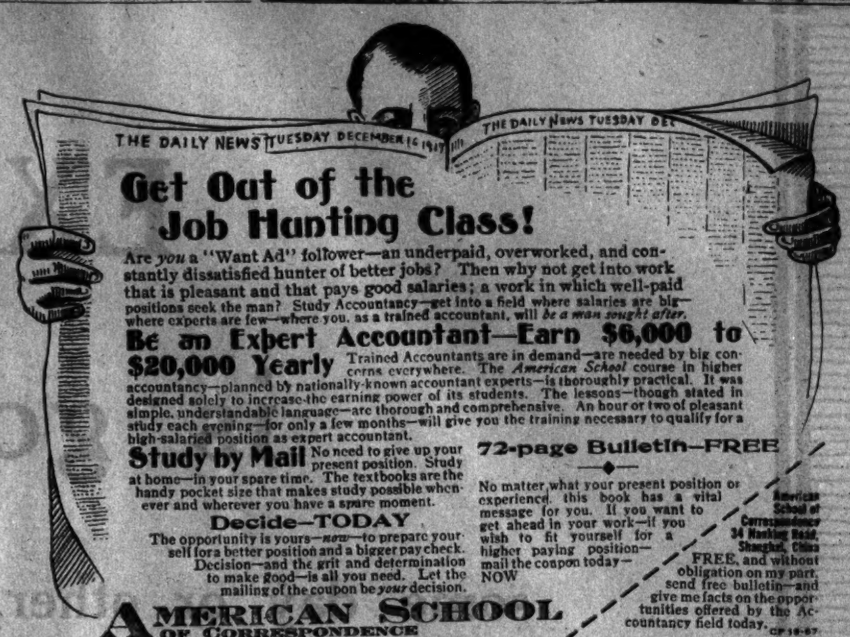
It was proposed that decrees should issue giving Bohemia and Galicia a certain kind of autonomy in their own affairs, in consideration of which they should surrender their right of representation in the Reichsrat. This would leave it possible for the German elements to control the Imperial Parliament, and through that control it was proposed to create a German hegenomy in Austria-Hungary precisely paralled to that in Germany.

Count Czerin, Foreign Minister of Austria-Hungary, was unwilling to submit to such a job. He was on record in favor of giving the Slavs absolute equality in the empire. He was not willing to violate that pledge, and it appears tha the young Emperor Karl was prepared to sustain him in this position. The Reichsrat had not been in session since before the war, but Czerin was able to make good his insistence that it be summoned. The promises that had been given to the Germanic element, looking to the creation for them of a complete and permanent domination of the country, were scrapped.

There does not seem to have been much indignation among the Austrian Germans, who must have realised that this outcome was inevitable unless the country should face revolution. But there was immense disgust in Germany, where the strongest hopes had been entertained, that the German party in Austria would be established in permanent control, and that thereafter Prussian influence might, with small difficulty, be extended over the dual monarchy.

The Emperor apparently has ditched the Germanic movement in Austria. The Emperor, in langugae probably provided for him by Count Czerin, declared his unyielding purpose to treat all elemtns in the country fairly and not to permit any one racial group to dominate through the mechanism of government.

If the specter of German domination is for the time laid, the ambitions of the Slav and Magyar elements, which are decidedly in the majority in the empire, are not suppressed. It has been their effort, first, to prevent German ascendency, and after that, if it shall ever be possible, to establish their own ascendency. The young Emepror is trying to conciliate all factions, and if it were not for the burdens which the war has laid upon the country he might succeed at least for a time. But the distress of the people in all parts of the empire, together with the example of the Russian revolution, presents a situation that threatens disintegration of the whole political fabric at any time. Austria probably would not sustain a great military disaster nearly so well as Germany.



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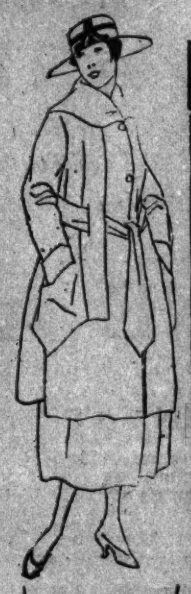

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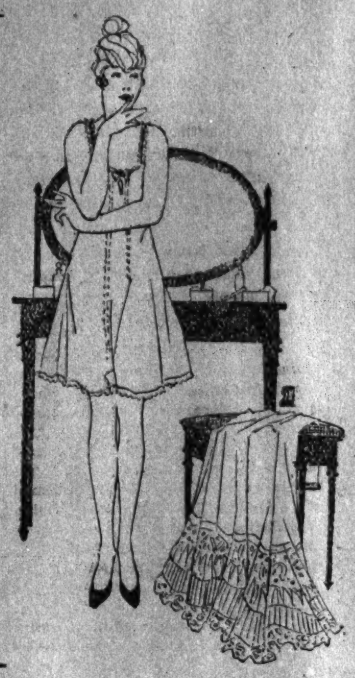

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OUR "SPECIALS" FOR THIS WEEK

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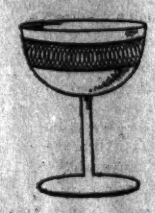

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Good quality, clear crystal glass, etched with the circle pattern as illustration nd every piece rings like a bell.

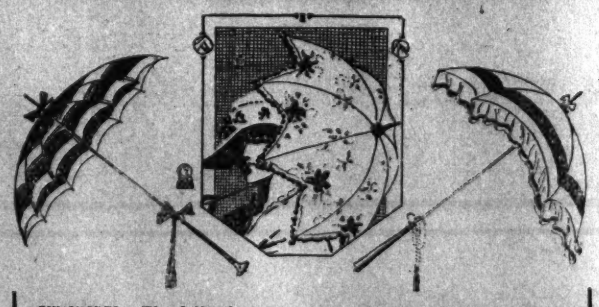
SEE THESE PRICES

Tumblers ½ Pint	*$3.00 per doz.*	*Claret Glasses*	*$2.75 per doz.*
Tumblers ⅓ „	*2.50 „ „*	*Port Glasses*	*2.50 „ „*
Tumblers ¼ „	*2.25 „ „*	*Sherry Glasses*	*2.50 „ „*
Champagne Glasses	*4.50 „ „*	*Finger Bowls*	*4.50 „ „*

Dainty Design in Sports Coat, similar to illustration. Rich silky looking in topical shades of the day, a very fine value. Colors Black, Mauve, Saxe, Brown.

Price **$21.00** each

NEW MATERIALS



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NEW MATERIALS

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BRITAIN MAY PUT A LIMIT ON CLOTHES

Stocks Of Wool Being Rapidly Used Up For Dress, Inquiry Shows

STORING SUITS AWAY

People Having Ample Money Now Prepare For The Inevitable Rise

London, May 23.—In all gravity it is now proposed that Great Britain presently shall be rationed not only as to its food but also as to its clothes. The chairman of the wool exports sub-committee of the War Trade Department, T. H. Jones, himself a clothing manufacturer of long experience, asserts that the people are hoarding clothes. He says they have been making extravagant and unprecedented purchases of woollen fabrics for dress purposes, and that more wool has been used in the last year than has been necessary or that would have been used in normal times. Most of the wool comes from Australia and New Zealand, the British production while considerable being an unimportant proportion.

The explanation in part lies in the fact that the fashion makers compel people to buy more woollen fabrics than they need, and in part in the increased ability of millions of people to spend the money. As is now pretty well understood, while Britain is getting poor very rapidly on account of the war, a very large proportion of the people have more money to spend than they ever had before, and they are spending it. The particular protest that is being made nowadays is against people who are literally hoarding clothing in the belief that prices are going to advance very much more.

Tailors agree that especially in England an extensive middle class trade is buying two or three times as many clothes as in ordinary times, and stowing them away in moth balls against the time when they will be needed and prices will be much higher. The situation is rapidly becoming so serious that the Government is giving earnest attention to it.

All stocks of raw wool in the United Kingdom were taken over some time ago by the Government, and more recently the stocks of woollen fabrics have been surveyed and inventoried with a view to possibly applying the same measures to them. After that the next step would be to put people on clothes rations; to apportion to each individual his reasonable annual share of clothing, giving him enough to provide against extreme weather and discomforting immodesty, but preventing him from posing as a glass of fashion or a dude.

Even now it is quite allowable for a self-respecting citizen to appear at semiformal functions without the morning suit that formerly was inevitable, while evening clothes are almost eschewed, particularly among persons whose social and fiscal standing is such that nobody would dare doubt that they could wear proper evening togs if they chose.

ANNAPOLIS CLASS 750 THIS SUMMER

Biggest Number On Record To Enter Academy—To Enlarge Barracks

Washington, June 14.—According to an announcement made today the largest class on record will enter the United States Naval Academy this summer. The number will be between 750 and 775. The increase is due to the legislation granting an additional appointment to each Senator and Representative—a total of 531.

There are 200 midshipmen in the class to be graduated on June 28, and it is not believed that more than two or three of them will fail to pass the examinations.

"We have taken over the Marine Barracks and prepared for the increased number of midshipmen," said Capt. E. W. Eberle, its Superintendent, today. "Those who will enter this summer will give us a total of about 1,500 midshipmen next year.

"Congress has appropriated $2,270,000 for the enlargement of Bancroft Hall, $300,000 for an addition to our power plant and $300,000 for the department of marine engineering and naval construction. When these improvements are completed the academy will be able to accommodate 2,200 midshipmen."

Johns Hopkins Medical Unit Off For France

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JOHN HOPKINS UNIT.

The above photograph shows the leaders of the Johns Hopkins unit, prior to their departure for France. The figures, left to right, are: Dr. J. M. T. Finney, director; Miss Bessie Boper, chief nurse, and Dr. J. D. Seysinger, U. S. A., who is military commander of the unit.

Quiller-Couch Visits Shakespeare's Workshop

Shakespeare was in the playwriting business, and Sir Arthur Quiller-Couch in *Notes on Shakespeare's Workmanship* (Holt) tries to show us from the work what the workman was like.

First there is the Shakespeare who did "Macbeth," "Midsummer Night's Dream," "As You Like It" and fathered the *Macbeth* and *Hamlet* of drama. Then there is the Shakespeare of the "later workmanship," "Pericles," "Henry VIII," "Cymbeline," "Winter's Tale," "The Tempest." Topically, through the chapters, we examine Shakespeare's "material"; his manipulation of "the criminal hero" in "Macbeth," his "deliberate enfeebling of all characters save in the two protagonists," the use made of the knocking at the gate, Banquo's part in the drama, the employment of the device of "the rest" and the mastery of tragic irony. Why the madnesses and the murders? Where runs the dividing line between great artistry and mere craftsmanship, however masterly? How successfully is *Shylock* "humanised"? How far did Shakespeare consciously indulge in "problem"? What are the flaws in plot and character, and what caused them? Blank verse as a vehicle drama, the findings of literary criticism and of practical examination of the plays—Prof. Quiller-Couch travels over old ground, but he looks out at the window on the other side of the car from that which most frequently attracts the expounders of the Shakespearian drama.

Did Shakespeare decline and fall off in the later plays? Was he echoing himself? How much of the change in his art was due to changes in stage mechanism? Did he consciously pass from the physical unities to the higher moral unity? Had his philosophy expanded to a more comprehensive scaling of the truth that is in imagination and emotion as well as in fact? How safely can we suppose autobiography" in the plays? As we follow the author through these rooms in the spacious mansion of his criticism we are conscious that our interest in what he has to show us matches his own interest in the Shakespearian treasures; he is more intrigued by the Shakespeare behind the plays than in the plays themselves, and we are more attracted by Sir Arthur than by Sir Arthur's objective investigations. Thus it is of all the book the last warm paragraph that pleases us most; that delights where others edify:

"Were a greater than *Ariel* to wing down from heaven and stand and offer me to choose which of all the books written in the world should be mine I should choose not the Odyssey, not the Aeneid, not the Divine Comedy, not "Paradise Lost," not "Othello" nor "Hamlet" nor "Lear," but this little matter of 2,000-odd lines, "The Tempest." Yes; for I can just imagine a future age of men in which their characterisation has passed into a curiosity, a pale thing of antiquity; as I can barely imagine, yet can just imagine, a world in which the murder of *Desdemona*, the fate of *Cordelia*, will be considered curiously, as brute happenings proper to a time outlived; and again, while I reverence the artist who in "Othello" or in "Lear" purges our passion, forcing us to weep for present human woe, "The Tempest," as I see it, forces diviner tears, tears for sheer beauty; with a royal sense of this world and how it passes away, with a catch at the heart of what is to come. And still the sense is royal; it is the majesty of art; we feel that we are greater than we know. So on the surge of our emotion, as on the surges ringing *Prospero's* island, is blown a spray, a mist. Actually it dwells in our eyes, bedimming them; and as involuntarily we would brush it away, there rides in it a rainbow; and its colors are wisdom and charity, with forgiveness, tenderness for all men and women growing older, and perennial trust in young love."

Such a paragraph cannot arouse universal enthusiasm when there are folks who would not select as the one book for their lives either Odyssey or Aeneid or Divine Comedy or "Paradise Lost" or any of Shakespeare's plays, but would choose any one of such a list of authors and writings as may lie within such a range as is measured off by, say, the "Three Musketeers" and the poems of Longfellow, by "David Copperfield" and Gibbon's "Rome," by Laura Jean Libbey and the dictionary. But it is recognisable as the true stuff of books about books, and for those who like its kind will mark Quiller-Couch's "Notes" as top-notch of their kind.

However, it does not stand for the whole book. The greater number of pages are less poetic. Dip here and there; everywhere the dipping will be well rewarded. "All literature must be personal; yet the artist, the great artist, dies into his work, and in that survives." Sir Arthur uses words well. Shakespeare in "Macbeth" wrote a play. Everybody knows it? Well, it is the first thing some commentators forget. It had to be an "acting" play, not a "reading" play. It had to give an audience its money's worth of entertainment. "This differentiates it at once from a literary composition meant to be read by the fireside where the kettle does all the hissing."

Some years ago Sir Arthur stage managed "The Merchant of Venice." That meant weeks of living in the play, and thinking of little else. But, says he, "having once achieved the difficult but necessary feat of getting the trial scene back into focus I found a sense of the workmanship growing in me and increasing to something like amazement; in the midst of which certain things new to me emerged and became clear." Some of them are: Working on the old play "The Jew" mentioned in Stephen Gosson's "Schoole of Abuse," which combined the two incredible stories of the pound of flesh and the caskets, Shakespeare "started with his hands tied." His task was to distract attention from the absurdity of the story: "All artists know it for an axiom that if you are setting out to tell the incredible, nothing will serve you so well as to open with absolute realism." So in the first scene of "The Merchant" the pound of flesh and the caskets are not heard of. But the spectators of the drama are made to realise that they are dealing with people as real as themselves; that *Antonio* has so deep an affection for young *Bassanio* that he will forget all business caution to help him, and "cunningest of all," looking back from the thick of the action, "that this man of affairs, rather deeply involved, gets very anxious without knowing quite why."

It is not startling to say that *Launcelot Gobbo* is twin to *Launce* in "Two Gentlemen," but the statement is point of departure for a process of comparison that leads to this: "Inured as we are to Shakespeare's habit of economising his material, his 'refacamenting of 'The Two Gentlemen of Verona' in The Merchant of Venice' is audacious." Sir Arthur presents a bill of particulars. And finally it is the experience of Sir Arthur as a stage manager that the lines most telling on the stage are lines which the reader passes but casually, unimpressed. Let professionals do their worst with the trial scene, and close critics dissect the text; the absurdities, all sorts, of the play shall not bother either Quiller-Couch or us.

In the first of three chapters—talks, really—on "Hamlet" we drink this with guests: 'He wrote it not for an audience of Goethes and Coleridges but for an audience of ordinary men and women.' The "Tragicall Historie of Hamlet Prince of Denmark" is in us all. Nowadays we admit no mystery in Hamlet or in Browning. If the play had been really the mystery the high critics made of it, could it ever have been popular?

"To this day a travelling company of [British?] actors, thrown on their beam ends for lack of money, having acted this or that to empty houses, always as a last resort advertise "Hamlet." . . . When an actor takes a benefit, "Hamlet" is the piece most commonly chosen. . . . But why does the gentleman who enacts the *First Gravedigger* also choose "Hamlet" for his benefit night? I was once assisting at a dress rehearsal of "Hamlet," when the *First Gravedigger* came off the stage in a passion. In the greenroom it exploded. "Why," he wished to know, "should I be treated like a dog by this conceited fool?"—meaning our *Hamlet*, of course. "His temper gets viler at every rehearsal.' Surely, after airing his vanity through four acts, he might be quiet while I have my little say!" "Bless you, sur," answered an old dresser, "it's always like that. In these forty years I've helped dress, I dare say, all that number of *Hamlets;* and *Hamlet* and the *First Gravedigger* always fall out. It's a regular thing. I've known 'em to come to blows. *Hamlet* and *First* Gravedigger: When you've said that, you've said oil and vinegar.'"

Sir Arthur Quiller-Couch will bring comfort to those who do not admire the profundities of formal criticism.

Central Powers Hold 2,874,271 Prisoners

Germany Has 1,690,731 Of This Number—45,241 British Have Been Captured

Amsterdam, May 15 (Correspondence of The Associated Press.)—The Central Powers now hold nearly 3,000,000 prisoners of war, according to official figures published in German newspapers.

Germany has 1,690,731 prisoners, including 17,474 officers; Austria Hungary, 1,092,055; Bulgaria, 67,582, and Turkey, 23,903, a total of 32,874,271, of whom 27,626 are officers. This total is made up of the following nationalities:

	Total Number.	In Germany.
Russian	2,080,699	1,213,007
French	368,607	367,124
Servian	154,630	35,879
Italian	98,017	—
Rumanian	79,033	10,157
British	45,241	33,129
Belgian	42,437	43,435
Montenegrin	5,607	—

The British prisoners of war not in Germany are divided between Bulgaria and Turkey.

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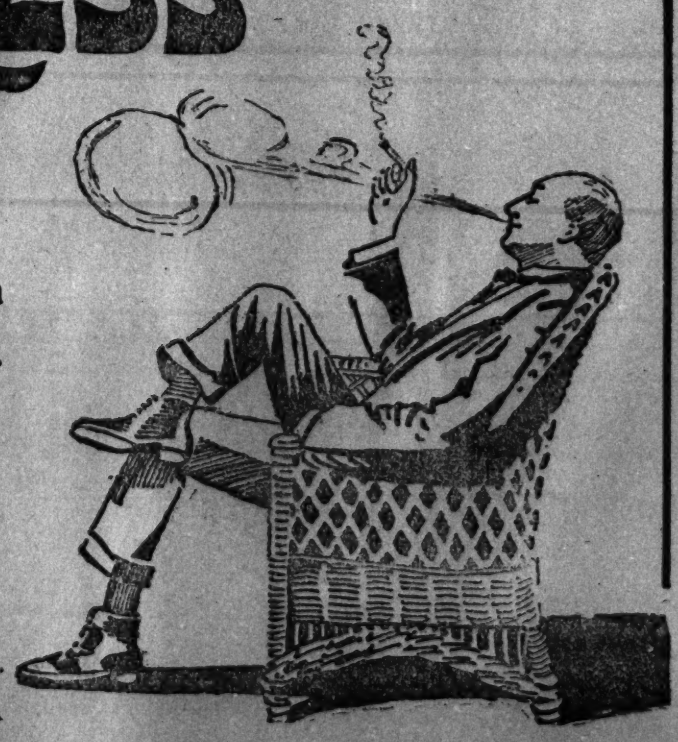

We Must Conquer, Wilson Tells Russia, And Exact Indemnities For Wrongs

Sees The War Going Against Germany; Rejects Status Quo Ante; Favors 'Readjustments Of Power Tending To Secure Future Peace'

Washington, June 9.—President Wilson's note to the Provisional Government of Russia, in which he outlined the objects and ideals of the United States in the war against the German autocracy, meets the question raised by the Council of Workmen's and Soldiers' Delegates in its declaration in favor of a peace without indemnities or cessions of territory. But the President is opposed to the Russian suggestion for a separate peace. Here is his creed, laid down in behalf of the American Government and people:

"The day has come to conquer or submit. If the force of autocracy can divide us, they will oversome us; if we stand together, victory is certain and the liberty which victory will secure. We can afford to be generous, but we cannot afford, then or now, to be weak or omit any single guarantee of justice and security."

In other words, irrespective of what Russia does, the United States will fight on to protect itself and its allies, including the Russians, from autocratic domination by the Hohenzollerns.

The President's note was made public textually by the State Department tonight. It was sent to David R. Francis, the American Ambassador at Petrograd with instructions to present it to the Provisional Government of Russia prior to the arrival there of the American mission headed by Elihu Root. The note was obviously written to give the President an opportunity to express to the Russian people the friendship of the people of the United States and to express the aims of this Government in entering the great world struggle against German autocracy.

"The war has began to go against Germany," asserts the President, and as evidence of this he points to the effort of the ruling class to use certain groups and parties in the Empire "to promote a propaganda on both sides of the sea which will preserve for them their influence at home and their power abroad, to the undoing of the very men they are using." Here is the message in full. It was despatched on May 26 but was not made public here until today:

In view of the approaching visit of the American delegation to Russia to express the deep friendship of the American people for the people of Russia and to discuss the best and most practical means of co-operation between the two peoples in carrying the present struggle for the freedom of all peoples to a successful consummation, it seems opportune and appropriate that I should state again, in the light of this new partnership, the objects the United States has had in mind in entering the war. Those objects have been very much beclouded during the past few weeks by mistaken and misleading statements, and the issues at stake are too momentous, too tremendous, too significant for the whole human race to permit any misinterpretations or misunderstandings, however slight, to remain uncorrected for a moment.

The war has begun to go against Germany, and in their desperate desire to escape the inevitable ultimate defeat those who are in authority in Germany are using every possible instrumentality, are making use even of the influence of groups and parties among their own subjects to whom they have never been just or fair or even tolerant, to promote a propaganda on both sides of the sea which will preserve for them their influence at home and their power abroad, to the undoing of the very men they are using.

The position of America in this war is so clearly avowed that no man can be excused for mistaking it. She seeks no material profit or aggrandisement of any kind. She is fighting for no advantage or selfish object of her own, but for the liberation of peoples everywhere from the aggressions of autocratic force. The ruling classes in Germany have begun of late to profess a like liberality and justice of purpose, but only to preserve the power they have set up in Germany and the selfish advantages which they have wrongly gained for themselves and their private projects of power all the way from Berlin to Bagdad and beyond. Government after Government has by their influence, without open conquest of its territory, been linked together in a net of intrigue directed against nothing less than the peace and liberty of the world. The meshes of that intrigue must be broken, but cannot be broken unless wrongs already done are undone; and adequate measures must be taken to prevent it from ever again being rewoven or repaired.

Of course, the Imperial German Government and those whom it is using for their own undoing are seeking to obtain pledges that the war will end in the restoration of the status quo ante. It was the status quo ante out of which this iniquitous war issued forth, the power of the Imperial German Government within the Empire and its widespread domination and influence outside of that Empire. That status must be altered in such fashion as to prevent any such hideous thing from ever happening again.

We are fighting for the liberty, the self-government, and the undictated development of all peoples, and every feature of the settlement that concludes this war must be conceived and executed for that purpose. Wrongs must first be righted, and then adequate safeguards must be created to prevent their being committed again. We ought not to consider remedies merely because they have a pleasing and sonorous sound. Practical questions can be settled only by practical means. Phrases will not accomplish the result. Effective readjustments will; and whatever readjustments are necessary must be made.

But they must follow a principle, and that principle is plain. No people must be forced under sovereignty under which it does not wish to live. No territory must change hands except for the purpose of securing those who inhabit it a fair chance of life and liberty. No indemnity must be insisted on except those that constitute payment for manifest wrongs done. No readjustments of power must be made except such as will tend to secure the future peace of the world and the future welfare and happiness of its peoples.

And then the free peoples of the world must draw together in some common convenant, some genuine and practical co-operation that will in effect combine their force to secure peace and justice in the dealings of nations with one another. The brotherhood of mankind must no longer be a fair but empty phrase; it must be given a structure of force and reality. The nations must realise their common life and effect a workable partnership to secure that life against the aggressions of autocratic and self-pleasing power.

For these things we can afford to pour out blood and treasure. For these are the things we have always professed to desire, and unless we pour out blood and treasure now and succeed, we may never be able to unite or show conquering force again in the great cause of human liberty. The day has come to conquer or submit. If the force of autocracy can divide us they will overcome us; if we stand together, victory is certain and the liberty which victory will secure. We can afford then to be generous, but we cannot afford then or now to be weak or omit any single guarantee of justice and security.

Woodrow Wilson.

A War Heroine

MRS HILDA WYNNE.

The above photograph shows Mrs. Hilda Wynne, who has been decorated for bravery by France, Belgium and Russia. She has seen much active service in ambulance work on the various fronts and is now in New York City to aid British recruiting.

British Pay Honor To Dead U.S. Sailor

Newfoundland Makes Pageant Of Funeral Of American Seaman Who Died There

St. John's N. F., June 11.—An unusual tribute was accorded an American bluejacket at the funeral services of Edward O. Joy of Utica, N. Y., who died in a hospital here. Representatives of the British Navy, the Newfoundland Government and the colony's naval and army forces joined with citizens of the United States and Newfoundland in demonstrations of respect for the sailor and the navy and flag which he served.

Mgr. McDermott officiated at the naval funeral services. As the casket, drapped with the Stars and Stripes, was placed on a gun carriage, a firing squad of British bluejackets presented arms. The body will be taken to Utica for burial.

Shortage of Autos Worries Packard

Salesmen Discuss Possible Results Of Concentrating Manufactures On Munition's

A shortage of high class motor cars may be a real condition before long. Owing to the diversion of manufacturing facilities to the government's uses, production of motor carriages of the higher grades may fall considerably below normal and leave an already brisk market decidedly short of supply.

This possibility was discussed at the April meeting of the Packard carriage sales board at the factory. The board, which is made up of the sales managers of the principal points in the Packard organization, reported that the stock of cars which the factory will be able to furnish this spring is more than half sold out in advance.

The highest sales record made in a single day in the Packard's history was registered on April 11, five days after the declaration of war. Sales have been steady and strong ever since, and every indication reported by the sales managers is that the demand soon will outrun supply.

THE NERVOUS AGE.

Has the reader noticed how nervous people have become nowadays? A well-known physician says that half the patients who come to him in these times are nerve starved; and the disorder is growing commoner every month. Restlessness, disturbed sleep and headache, are only a part of what the patients suffer. The worst is their misery of mind. They cannot face the smallest difficulty. A slammed door tortures the raw nerves. Their minds are undecided, their tempers irritable, their courage and concentration all gone.

The worst of it is, said the doctor, that people in this condition are tempted to fly to drugs. Morphia, cocaine, opium and similar things have an evil fascination. Others overfeed themselves with fancy foods in the hope of building up their nerves.

The right way to treat starved nerves is to look to the blood, for a healthy, well-nourished blood-stream feeds the nerves, quickly restoring lost vitality and bringing the mind up to its old power. Dr. Williams' pink pills for pale people owe their wonderful reputation to this power of making new blood—the only thing that will make healthy nerves.

FREE.—The effects of modern life upon the nerves are explained in "Nerves and their Needs," to be had free, if you send a post card to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. The world-famous Pills are obtainable from the same address, 1 bottle for $1.50, 6 for $8, also from chemists everywhere.

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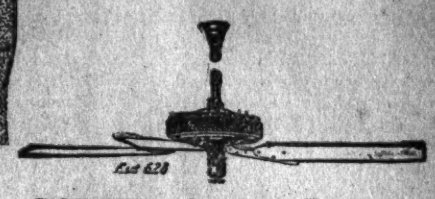

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Rear Admiral William S. Sims, U.S.N.

"I am sure that if the time should ever come when the British Empire was seriously menaced by an external enemy its people might count on every man, every dollar, every ship and every drop of blood of their kindred across the ocean."

—From a speech delivered at the Guildhall, London, On December 3, 1910.

(*From Sea Power*)

A brief cable despatch to the American press recently announced the arrival in London of Rear Admiral William S. Sims, U.S.N. Hidden by the veil of the military censorship Rear Admiral Sims had quietly slipped out of Washington two days after war with Germany was declared.

In London the Admiral will direct the operations of American warships in a task that has baffled the best naval experts of the world for months and months—the task of crushing the German submarines.

What won him that important post? What sort of man is this? Tall, slim, very erect, a man who has kept himself in the pink of physical condition because he knows that bodily vigor is necessary to give the mental driving power to meet the test of naval service in time of crisis. He is 59 years of age, his dark hair just turning grey, and his keen, alert eyes are set in a face of intellectual contour. He is essentially a modern navy man, nothing of the sea dog you would say, and his personal magnetism, his power for command, rests upon his mental keenness and his evident mastery of his profession, not upon such an impression of sheer brute force of will and body as we are often wont to attribute to our fighting heroes.

He has the mental daring that is born of an assured mastery of his work. There are in his life two or perhaps three incidents that flash vividly his character; knowing these, one would know more the kind of a man he is than if one had followed the dates and details of his life from the beginning.

The first incident very nearly led to a court martial. That he faced the chance of a court without flinching because he knew that the position he had taken was sound and correct is typical of the man's strength of character and of his mental attitude. The results achieved in the battle of Santiago against the ships of the Spanish fleet made a brave showing on the surface and the Ordnance Bureau of the Navy Department was patting itself on the back for the fine work done when suddenly there came a lightning blot from Sims in the form of a letter declaring that the United States Navy should be ashamed of the record its gunners had made in that battle and insisting that a change of method in gunnery training was imperative and would greatly increase percentage of hits. The Navy Department responded to this letter rather sarcastically. Sims was a young officer speaking to his seniors who were experts in ordnance and gunnery—the pick of the Navy. To follow up his criticisms Sims faced court martial and just avoided that by a close shave. But he knew the ground on which he stood and held it.

At that point of the controversy Theodore Roosevelt, as President of the United States and Commander-in-Chief of the Navy, stepped in and insisted that Sims be given a fair trial for his theories on gunnery. Sims so thoroughly demonstrated the correctness of his theories that he was made inspector of target practice and the United States Navy entered upon a new era in gunnery and the record made in the battle of Santiago became ridiculously poor.

Later Sims commanded the battleship Minnesota on the trip of the Atlantic Fleet around the world and again he became a critic of the Navy Department in what was known as the "load line controversy." Again Sims, by his accurate knowledge, drove the Navy Department to improvements in our ships and to increased battle efficiency.

Rear Admiral Sims has always taken his profession in the broadest sense. He has been indeed a naval statesman, second only perhaps to Admiral Mahan. When the fleet was returning from its cruise around the world, certain of the ships visited British ports, including the Minnesota, commanded by Captain Sims. The American naval officers went up to London where the Lord Mayor of London gave an official reception to them. Upon that occasion Captain Sims made a speech telling the British that the Germans were getting ready for them and that sooner or later they would make the attack. He criticised the British mercilessly for going along in a stupid, contented, light-hearted way and declared that only defeat awaited them unless they came to a realisation of their danger and mended their ways.

Then he made the even more remarkable statement that the United States would come into this war on the side of England when the struggle with Germany came. He said that the United States ought to come in and he believed it would come in, and that in the war the United States would stick to the last ship, the last man, the last dollar and the last drop of blood and that victory would at last be ours.

This charge of aggression against the German Government aroused the ire of the Kaiser and complaint was officially made to the Navy Department and Sims was reprimanded. But the Navy came to appreciate the ability of this man who could so clearly foretell political events and who was so uniformly right in his views when he crusaded for improvements in the United States Navy. So that Captain Sims was included in the first list of officers for promotion to the grade of Rear Admiral under the law that based such promotions upon merit as determined by the officers of the Navy themselves.

It is interesting to note that he has been sent abroad to fulfill the prophecy made by him years ago and to lead our naval forces abroad to the victory which he foretold.

The Lesson Cromwell Taught

"Cromwell wished to govern constitutionally," we read in "Oliver Cromwell," by Charles Firth. "No theory of the divine right of an able man to govern the incapable multitude blinded his eyes to the fact that self-government was the inheritance and right of the English people. He accepted in the main the first principle of democracy, the doctrine of the sovereignty of the people, or, as he phrased it, 'that the foundation of supremacy is in the people and to be by them set down in their representatives.' More than once he declared that the good of the governed was the supreme end of all governments, and he claimed that his own government acted 'for the good of the people, and for their interest, and without respect had to any other interest.' But government for the people did not necessarily mean government by the people. 'That's the question,' said Cromwell, 'what's for their good, not what pleases them,' and the history of the Protectorate was a commentary on this text. Some stable government was necessary to prevent either a return to anarchy or the restoration of the Stuarts. Therefore he was determined to maintain his own government, with the assistance of Parliament if possible, without it if he must. If it became necessary to suspend for a time the liberties of the subject or to levy taxes without parliamentary sanction, he was prepared to do it. In the end the English people would recognise that he had acted for their good. 'Ask them,' said he, 'whether they would prefer the having of their will, though it be their destruction, rather than comply with things of necessity?' He felt confident the answer would be in his favor.

"England might have acquiesced in this temporary dictatorship in the hope of a gradual return to constitutional government. What it could not accept was the permanent limitation of the sovereignty of the people in the interest of the Puritan minority, whom Cromwell termed the people of God. Yet it was at this object that all the constitutional settlements of the Protectorate aimed.

"Cromwell once rebuked the Scottish clergy for 'meddling with worldly policies and mixtures of worldly power' to set up that which they called 'the kingdom of Christ,' and warned them that 'the Sion promised' would not be built 'with such untempered mortar.' He had fallen into the same error himself, and the rule of Puritanism was founded on shifting sands. So the Protector's institutions perished with him and his work ended in apparent failure. Yet he had achieved great things. Thanks to his sword, absolute monarchy failed to take root in English soil. Thanks to his sword, Great Britain emerged from the chaos of the civil wars one strong state instead of three separate and hostile communities. Nor were the results of his action entirely negative. The ideas which inspired his policy exerted a lasting influence on the development of the English state."

"Cromwell remained throughout his life too much the champion of a party to be accepted as a national hero by later generations, but in serving his cause he served his country too. No English ruler did more to shape the future of the land he governed, none showed more clearly in his acts the 'plain heroic magnitude of mind.'"

Laughing At Terror On Dead-Strewn War Front

Coningsby Dawson's Letters Tell Vividly The Story Of Battlefield And Trench, Of Heroes And Horrors In Northern France

Coningsby Dawson, English novelist, resident in the United States, was busy trying to follow up the success of his novel, "A Garden Without Walls," when the war came. He realised that, as he was a Briton of military age, it was his duty to put literature behind him and fight for his country. Delaying only long enough to finish some work which he had promised his publishers, he crossed into Canada and there qualified as an officer in the Canadian forces. Shipped thence across the ocean he found himself, after only a short stay in England, plunged without further ado into the hell on the Somme.

For months thereafter he dealt and dodged death from morning to night, with scarcely the time to get a really good wash or change of clothes. He saw men killed a few feet from him; saw corpses by the hundred lying in hideously lifelike postures amid the black mud of shell holes; and, faithful to his profession as a writer, he fought with the full strength of his intellect to grasp and visualise and set down on paper the terrific impact of new and horrible impressions which the war brought to him. He could not do it—who can?—but Coningsby Dawson, novelist, has given us something better than a novel in his latest volume, "Carry On," made up of letters from the trenches to members of his family on this side of the Atlantic, collected by his father and published by the John Lane Company.

His new book is one of the most interesting productions of the subjective side of war that has yet appeared. He makes you see the reactions to the war of a civilian in uniform, a man accustomed to the ease of life who is abruptly plunged into carnage and barbarism and stench.

"This war will be won by tired men who will never again pass an insurance examination," is one of the phrases, one of many, that flash the Somme horror to his readers. And throughout the book the novelist remains always a writer; in a candle-lit dugout, with shells screaming overhead, he tries to plan the novel of tomorrow.

Coningsby Dawson sailed for Europe last July. "I've beome a little child again in God's hands," he wrote to his family after months of training in a Canadian camp, "with full confidence in His love and wisdom, and a growing trust that whatever He decides for me will be the best and kindest." A short two months later he was in Northern France, hurled without easy gradations into the midst of the carnage of the Somme. In one of his first letters from the trenches he wrote to his sister:

"It's extraordinary how commonplace war becomes to a man who is thrust among others who consider it commonplace. Not fifty yards away from me a dead German lies rotting and uncovered—I dare say he was buried once, and then blown out by a shell."

Admiration for the coolness of the men engaged in the deadly work constantly overcame the young novelist as he grew to know his comrades better. "If unconscious heroism is the virtue most to be desired," he wrote to his father last September, "and heroism spiced with a strong sense of humor at that, then pretty well every man I have met out here has the amazing guts to wear his crown of thorns as though it were a cap-and-bells." And, in the same letter, he gave this description of being under fire:

"I dare say you'll wonder how it feels to be under shell fire. This is how it feels—you don't realise your danger until you come to think about it afterward—at the time it's like playing cocoanut shies at a coon's head—only you're the coon's head. You take too much interest in the sport of dodging to be afraid."

One of the best passages in the entire collection of letters is this description of a battlefield as it is in the Northern France of today:

"Well, I've seen my first modern battlefield and am quite disillusioned about the splendor of war. The splendor is all in the souls of the men who creep through the squalor like vermin—it's in nothing external. . . .

"A modern battlefield is the abomination of abominations. Imagine a vast stretch of dead country, pitted with shell holes as though it had been mutilated with smallpox. There's not a leaf or a blade of grass in sight. Every house has either been leveled or is in ruins. No bird sings. Nothing stirs. The only live sound is at night—the scurry of rats.

"You enter a kind of ditch, called a trench; it leads on to another and another in an unjoyful maze. From the sides feet stick out, and arms and faces—the dead of previous encounters. 'One of our chaps,' you say casually, recognising him by his boots or khaki, or 'Poor blighter—a Hun!' One can afford to forget enmity in the presence of the dead.

"It is horribly difficult sometimes to distinguish between the living and the slaughtered—they both lie so silently in their little kennels in the earthen bank. You push on, especially if you are doing observation work, till you are past your own front line and out in No Man's Land. You have to crouch and move warily now.

"Zing! A bullet from a German sniper. You laugh and whisper, 'A near one, that.'

"My first trip to the trenches was up to No Man's Land. I went in the early dawn and came to a Mme. Tussaud's show of the dead, frozen into immobility in the most extraordinary attitudes. Some of them were part way out of the ground, one hand pressed to the wound, the other pointing, the head sunken, and the hair plastered over the forehead by repeated rains. I kept on wondering what my companions would look like had they been three weeks dead. My imagination became ingeniously and vividly morbid. When I had to step over them to pass, it seemed as though they must clutch at my trench coat and ask me to help.

"Poor lonely people, so brave and so anonymous in their death! Somewhere there is a woman who loved each one of them and would give her life for my opportunity to touch the poor clay that had been kind to her. It's like walking through the day of resurrection to visit No Man's Land.

"Then the Huns see you and the shrapnel begins to fall—you crouch like a dog and run for it."

Soon after that a terrifying adventure befell the novelist, of which he makes light in a letter to his mother:

"Today I had the funniest experience of my life—got caught in a Hun curtain of fire and had to lie on my tummy for two hours in a trench with the shells bursting five yards from me—and never a scratch. You know how I used to wonder what I'd do under such circumstances. Well, I laughed. All I could think of was the sleek people walking down Fifth Avenue and the equally sleek crowds taking tea at the Waldorf. It struck me as ludicrous that I, who had been one of them, should be lying there lunchless."

"Oh, if I get back, how differently I shall write!" he exclaims in another letter, and he adds:

"When you've faced the worst in so many forms you lose your fear and arrive at peace. There's a marvelous grandeur about all this carnage and desolation—men's souls rise above the distress—they have to, in order to survive. When you see how cheap men's bodies are you cannot help but know that the body is the least part of personality. . . .

"I plan novels galore and wonder whether I shall ever write them the way I see them now. My imagination is to an extent crushed by the stupendousness of reality. I think I am changed in some stern spiritual way—stripped of flabbiness. I am perhaps harder—I can't say. That I should be a novelist seems unreasonable—it's so long since I had my own way in the world and met any one on artistic terms."

Here is a fine passage, in a letter to his sister:

"The great uplifting thought is that we have proved ourselves men. In our death we set a standard which in ordinary life we could never have followed. Inevitably we should have sunk below our highest self. Here we know that the world will remember us and that our loved ones, in spite of tears, will be proud of us. What God will say to us we cannot guess—but He can't be too hard on men who did their duty."

He relates some terrible anecdotes of the front, among which the worst is this:

"I meet a solitary private wandering across a shell-torn field. I watched him and thought something was wrong by the aimlessness of his progress. When I spoke to him he looked at me mistily and said: Dead men. Moonlit road. He kept on repeating the phrase, and it was all that one could get out of him. Probably the dead men and the moonlit road were the last sights he had before he went insane."

"I don't know whether I have been able to make any of my emotions clear to you in my letters," says Coningsby Dawson, writing after months of constant fighting. "Terror has a terrible fascination. Up to now I have always been afraid—afraid of small fears. At last I meet fear itself and it stings my pride into an unpremeditated courage." And, in a letter to his father, he strikes forth this graphic bit:

"I've owed you a letter for some time, but I've been getting very little leisure. You can't send steel messages to the Kaiser and love-notes to your family in the same breath."

The spirit of the whole book—the spirit which made the novelist's father choose "Carry On" as a title for the volume of his son's letters—is nowhere better shown than in these passages:

"There's a man I know of who had a record sheet of crimes. When he was out of action he was always drunk and up for office. To get rid of him they put him into the trench mortars and within a month he had won his D. C. M.

"He came out and went on the spree—this particular spree consisted in stripping a Highland officer of his kilts on a moonlight night. For this he was sentenced to several months in a military prison but asked to be allowed to serve his sentence in the trenches. He came out from his punishment a King's Sergeant—which means that whatever he did nobody could degrade him. He got this for lifting his trench mortar over the parapet when all the detachment were killed. Carrying it out into a shell hole he held back the Hun attack and saved the situation.

"He got drunk again, and again chose to be returned to the trenches. This time his head was blown off while he was engaged in a special feat of gallantry. What are you to say to such men? Ordinarily they'd be blackguards, but war lifts them into splendor. In the same way you see mild men, timid men, almost girlish men, carrying out duties which in other wars would have won V. C.'s.

"I don't think the soul of courage ever dies out of the race any more than the capacity for love. All it means is that the occasion is not present. For myself I try to analyse my emotions; am I simply numb, or do I imitate other people's coolness and shall I fear life again when the war is ended? There is no explanation save the great army phrase carry on. We carry on because, if we don't, we shall let other men down and put their lives in danger. And there's more than that—we all want to live up to the standard that prompted us to come."

Last December Coningsby Dawson's father, mother, and sister crossed the ocean and were with him for a few precious days in London. They made the round of the theaters and the restaurants, while he poured into their ears the never-ending tale of his adventures, the epic of "out there." Then came the parting and, for him, the return to the valleys of death. But he bore back with him a memory to be treasured forever, a memory which he tried to put into words, thus:

"I can't tell you what the respite has meant to me. There have been times when my whole past life seemed a myth and the future an endless prospect of carrying on. Now I can distantly hope that the old days will return.

"When I was in London half my mind was at the front; now that I'm back in the trenches, half my mind is in London. I relive our gay times together; I go to cozy little dinners; I sit with you in the stalls listening to the music; then I tumble off to sleep and dream, and wake up to find the dream a delusion. It's a fine and manly contrast, however, between the game one plays out here and the fretful trivialities of civilian life."

When the United States showed unmistakable signs of being on the verge of taking a hand in the war, the soldier-novelist wrote:

"I read in today's paper that the United States of America threatens to come over and help us. I wish she would. The very thought of the possibility fills me with joy. I've been light-headed all day. It would be so ripping to live among people, when the war is ended, of whom you need not be ashamed. Somewhere deep down in my heart I've felt a sadness, ever since I've been out here, at America's lack of gallantry—it's so easy to find excuses for not climbing to Calvary; sacrifice was always too noble to be sensible. I would like to see the country of our adoption become splendidly irrational even at this eleventh hour in the game; it would redeem her in the world's eyes. She doesn't know what she's losing.

"From these carcass-strewn fields of khaki there's a cleansing wind blowing for the nations that have died. Though there was only one Englishman left to carry on the race when this war is victoriously ended, I would give more for the future of England than for the future of America with her ninety millions whose sluggish blood was not stirred by the call of duty.

"It's bigness of soul that makes nations great and not population. Money, comfort, limousines, and ragtime are not the requisites of men when heroes are dying. I hate the thought of Fifth Avenue, with its pretty faces, its fashions, its smiling frivolity. America as a great nation will die, as all coward civilisations have died, unless she accepts the stigmata of sacrifice, which a divine opportunity again offers her.

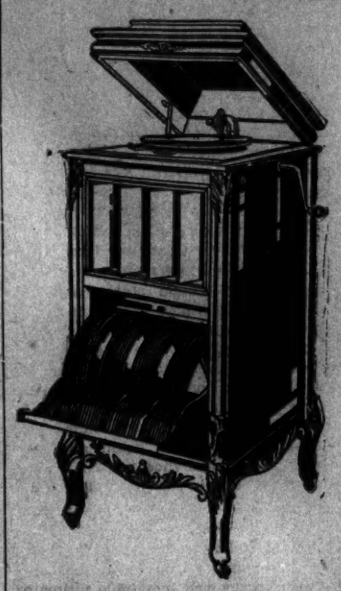
"If it were but possible to show those ninety millions one battlefield with its sprawling dead, its pity, its marvelous forgetfulness of self, I think then—no, they wouldn't be afraid. Fear isn't the emotion one feels—they would experience the shame of living when so many have shed their youth freely. This war is a prolonged moment of exultation for most of us—we are redeeming ourselves in our own eyes.

"To lay down one's life for one's friend once seemed impossible. All that is altered. We lay down our lives that the future generations may be good and kind, and so we can contemplate oblivion with quiet eyes. Nothing that is noblest that the Greeks taught is unpracticed by the simplest men out here today. They may die childless, but their example will father the imagination of all the coming ages.

"These men, in the noble indignation of a great ideal, face a worse hell than the most ingenious of fanatics ever planned or plotted. Men die scorched like moths in a furnace, blown to atoms, gassed, tortured. And again other men step forward to take their places, well knowing what will be their fate. Bodies may die, but the spirit of England grows greater as each new soul speeds upon its way. The battened souls of America will die and be buried. I believe the decision of the next few days will prove to be the crisis in America's nationhood. If she refuses the pain which will save her, the cancer of self-despising will rob her of her life."

Thus does Coningsby Dawson, novelist of the days of peace, strive to put the greatest and most terrible of wars into words. A fitting close for this selection from his letters are these vivid words of his:

"We're civilians in khaki, but because of the ideals for which we fight we've managed to acquire soldiers' hearts."



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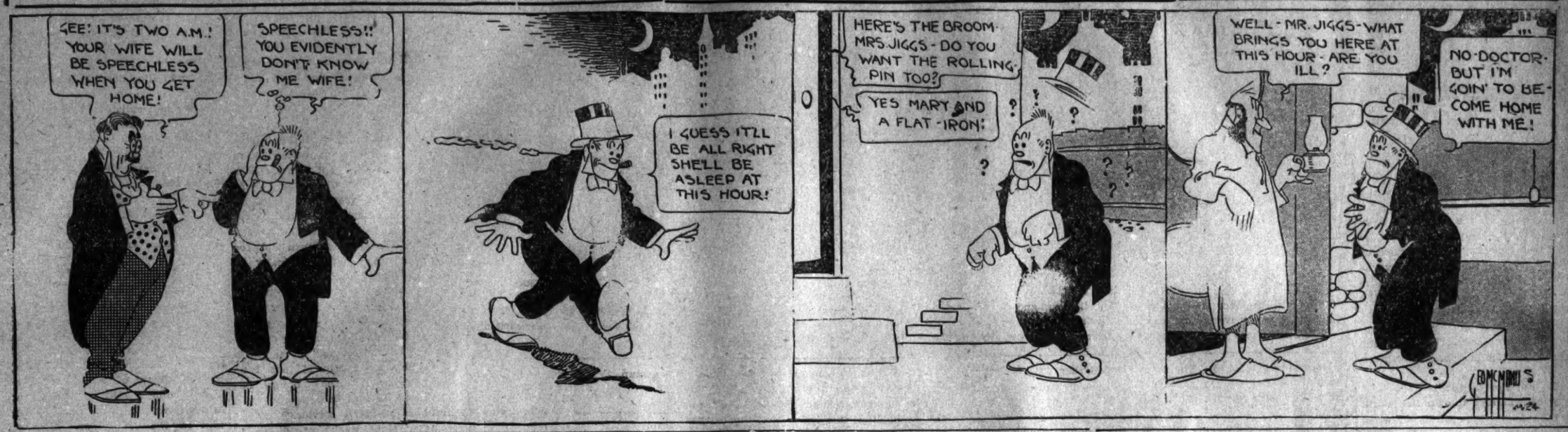
SEE! IT'S TWO A.M.! YOUR WIFE WILL BE SPEECHLESS WHEN YOU GET HOME!
SPEECHLESS!! YOU EVIDENTLY DON'T KNOW ME WIFE!
I GUESS IT'LL BE ALL RIGHT SHE'LL BE ASLEEP AT THIS HOUR!
HERE'S THE BROOM MRS JIGGS - DO YOU WANT THE ROLLING PIN TOO?
YES MARY AND A FLAT-IRON!
WELL - MR. JIGGS - WHAT BRINGS YOU HERE AT THIS HOUR - ARE YOU ILL?
NO-DOCTOR- BUT I'M GOIN' TO BE- COME HOME WITH ME!

Love, Home and Table Topics By Clever Writers — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

Typical American Levity Marked War Draft

Registration day in New York came and went and there were no fisticuffs. Of course, any one who really stopped and thought realised that there wouldn't be. But, then, pacifists are such ferocious people when they put on their peace-paint and get out on the peace-path that there was no telling. So it came natural to you, when you saw a long line of young men waiting outside a registration station, to run your eye along their profiles until you came to a Grouch, and then say to yourself:

"Ha! A pacifist!"

The long lines of men who came to register were a critical lot, especially those who arrived on the scene early Tuesday morning and wanted to get down to where they worked. Delay made them sarcastic. Wags had a fine harvest of laughs.

The men at the end of a line kept addressing earnest inquiries to those nearer the front as to what the delay was all about.

"Say, how many of them fellers is registerin' us?" they would inquire.

"Only one," the head of the line would report.

"One!" The tail-end of the line grew plaintive. "Ain't there more than one in there?"

"Sure," said the head of the line, "there's four of them—countin' the guy from the Home Defense League." The "guy from the Home Defense League," dressed in brand-new khaki and carrying a nightstick to which, from all appearances, he had been introduced for the first time five minutes before, gets much embarrassed.

"What kind of a guy is the feller that's goin' to register us? ask Files-on-Parade.

"Old duck. Got glasses. Glasses with a long black string on 'em. Grandpa." The patriot registering the conscripts, who isn't a day over 45 and resembles Leonard Wood, flashes an angry eye around.

"Gosh, he's slow," says the sixteenth man in line.

"Aw, he's a veteran of the civil war," groans the man behind him. "Do you 'spose he'll let me drop out to get a beer?" At that the patriot at the table looks so fierce that the peaceful young man whom he is questioning jumps back a foot and forgets where he was born when the question is shot at him.

There is much talk in the line of there being "machine guns hid around the place in case of trouble." An assistant jumps from his seat. "Goin' to get the machine gun," insist the wags. But the assistant returns with nothing more formidable than a new batch of registration cards. Then another helper, a most earnest type, with "uplift" written all over him, "suddenly dashes out of the place, hatless, gives an agonised look around, and heads wildly up the street.

"He's goin' t' get th' machine gun!" shouts the Head Wag. But just then somebody in line who knows the earnest young man stops him in his mad career and inquires what's the matter.

"No blotting paper!" gasps the helper, passing a hand over his haggard brow. "Not a sheet of blotting paper. I'm going out to buy some." And he rushes away.

One registration place was at an armory, and those registering there had a genuine military experience. A bona fide sentry paced up and down the sidewalk with fixed bayonet, officers in uniform sat around a table placed out on the sidewalk, and soldiers lounged about, failing from one martial pose into another apparently without effort, while the conscripts looked at them, quite awestruck. "Next!" at that place sounded far different from what it did at a barber shop.

And you ought to have seen what happened to the artist who was seized with artistic inspiration in front of that armory and hauled out pad and pencil to sketch it. Joy lit up the eye of a policeman; joy lit up the eyes of an officer, two soldiers, three volunteer helpers, and four bystanders. At last, after months of waiting, after sickening experiences with hope deferred, they were in the presence of that will-o'-the-wisp, that goal of each patriot's devotion—a German spy.

They all made a step toward the artist. The artist made a step away from all of them. They charged him in mass formation. But, hang it all, he produced credentials showing that he was a newspaper artist in perfectly good standing, and they all slumped back into the state of potential heroism from which they had emerged.

School children had a great time. Wherever there was registration in school buildings the children felt that they were an integral part of the festivities. They hovered around at recess, looking solemnly at the registrants, commenting audibly on their personal peculiarities. Then the more audacious would venture right into the room where the registration was going on and the Home Defense man and the volunter helpers would shoo them out, with the air of quelling a riot, and, of course, that was as good as a game for the little ones.

The registration stations in public schools were not the places to go to get the real "feel" of the day. There is something official about a public school building, even in its most relaxed and affable moments, so there was nothing remarkable about finding its ground floor filled with men wanting to register, and clerks taking down names, and policemen telling you to "stand out of that passageway." The places to go for atmosphere were the barbers' shops, laundries, and drug stores, those humble premises whose glory, like Cinderella's, lasted only a few short hours. Of course, many of them had done duty at elections; but New Yorkers have seen so many elections! Last Tuesday was different. In the barbers' shops to which registrants flocked the barbers looked too spruce for words; in the laundries the proprietors simply couldn't keep their thumbs out of the armholes of their waistcoats. And the soda clerks!

The signs on the walls of these places made strange combinations. "Federal Registration Station" rubbed elbows with "Bundles Taken Out the Same Day Twenty-five Cents Extra." A list of the twelve questions to be answered by those liable to conscription, set forth in stern, black print, lost much of its dignity because of its neighbor, a giddy affair in fancy lettering, reading "Try Our Dandruff Cure." One almost expected to see "Manicuring While Being Registered."

At times the day's doings were embarrassing to those pursuing the even tenor of their way. For instance:

A diffident man, in a dreadful hurry, pops around a corner and pauses in astonishment when he finds three-score young men lined up in front of the shop where he is going. Eying them askance, he edges toward the door.

A policeman stops him.

"You must wait your turn," he growls.

"But—," begins the man.

An earnest young volunteer approaches him.

"Where do you live?" he asks, at the same time propelling the man toward the tail-end of the line.

"Forty-nine West Forty-five," says the diffident one. "But—"

"Then you don't belong here; you belong at the barber's shop two blocks down the street," says the earnest youth.

"But—"

"This is the wrong place, I tell you. You must register at number.—"

"But I've come for my laundry!" protests the diffident man.

The policeman and young Mr. Uplift fade away. The customer, wiping the perspiration from his brow, slinks into the laundry. The proprietor takes his thumbs from the armholes of his waistcoat and goes behind the counter.

A few minutes later a chuckle runs down the line of waiting youth of the nation. Hurrying away from there, as red as a lobster, is the diffident man, and, under his arm, trucked away as inconspicuously as possible, is a bundle containing, obviously, one lone boiled shirt.

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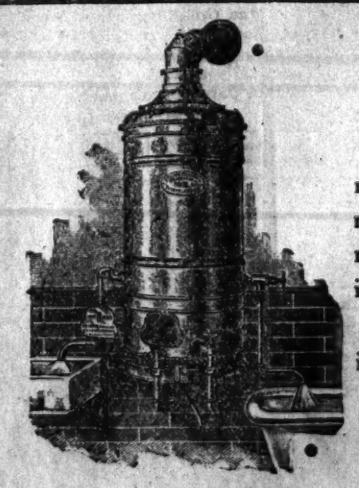

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AMERICAN WARRIORS IN FRANCE WIN GLORY

Daring Feats Of Rip Baer And Bob Scanlon Of New York, Shine Even In The Foreign Legion

Heroic Deeds By Other Fighters Born Under Stars And Stripes, Some True Trench Tales

By Charles F. Bertelli

Paris, May 5.—Americans in the Foreign Legion have added a glorious page to the history of their country by fighting and dying, almost anonymously, in the service of France. While the French Government allows statistics and names to be published in connection with the aviation corps and the Americans therein, nothing is ever said about the Foreign Legion, nor are the figures as to its personnel ever given out.

The Foreign Legion is a polyglot body of warriors known the world over. No questions are asked when a man makes his application to join. None are answered when any information is requested about the Legion. Its ranks are composed of citizens of the whole world, and it has taken part in the fiercest fighting known in the earth's history. Its members are judged solely on their merits. They have no known antecedents as a rule.

Corporal John Barrett, an Irish-American, of Boston, was one of the first to enlist in the Legion at the beginning of the war. He died a victim of German treachery on the seventeenth of April last, during the second day of the French offensive in Champagne. Corporal Barrett was one of the first to go over the top of the trenches when the order to attack was given. The Legionaires stormed forward amid a hail of machine gun bullets that "washed" the ground and carried the German first line. They were advancing beyond when a bullet took Barrett in the left leg.

Shot Behind The Lines

He fell just as the Germans swept from their second line in a savage counter attack. The Legionaires were driven back to the old first line by an inferno of shells and through sheer weight of numbers. Barrett was seen by one of his comrades to be picked up by the Germans and taken back to their second line trench a prisoner. Three hours later the Legion, re-inforced by another regiment, again swept forward. The Germans were not only driven out of their first, but from their second line trenches.

There Barrett was found, or rather his body, for he had been bayonetted through the heart. It is not known why the Germans killed him when he was their prisoner.

Only the day before Barrett had written a post card to his "marraine," or benefactrice, Mrs. Perley Weeks, of Boston, now residing in Paris, in which he said:

"16-4-17. Thanks for your charming letter. Tomorrow! Don't forget to buy the papers. Unfortunately I have nothing of any material value to will you, but if my affection could be transformed into dollars, you would have a lovely pension for life. Adieu. Yours to the last, Jack."

New Yorker Buried Alive

A high school boy of New York, whose parents were Egyptians, had the unpleasant experience of being buried alive for six hours during the recent offensive. He was rescued by his comrades in the nick of time and carried to the advanced dressing station screaming, "Cut my head off! Oh God, cut my head off!"

His name is Rip Baer and he was studying art and literature in Paris and enlisted on the second day of hostilities. His company was sent across a heavy barrage fire to attack a strongly fortified salient. Shells were falling right and left.

"There were so many of them we stopped thinking about them," declared Baer, who is now in the American Hospital at Neuilly. "All I remember is hearing one dreadful whistle and I said to myself. 'I'm done for. That's me.' That's the last I remember."

His comrades filled in the missing part. A huge shell exploded within ten feet of Baer throwing earth all over him. It was only through a miracle no part of the steel struck him but his friends were sure he was done for. Every sign of him had disappeared after the explosion. It was only when a party of soldiers picking up the dead came along, six hours later they discovered an arm sticking up through the earth. They gave it a pull and discovered it was attached to a body. They dug Baer out without any hope that he was alive, suffering from contusions and shell-shock that had broken the tympanum of his right ear.

At the advanced dressing station Baer was informed that he would never hear again and was sent to the rear and finally evacuated to the American Hospital. The latest reports are that he will recover, and will regain his hearing within a month.

The strain of the Orient in Baer's blood manifested itself in the card he wrote the day before the attack to Mrs. Perley Weeks, of Boston, who frequently sent him packages of cigarettes and reading matter. She had requested him to write her before he went to the front trenches again. Under the date of April 16, he wrote:

"We attack tomorrow. The battle will be glorious but even more glorious victory.

Sought Danger Post

Baer was nearly deprived of his part in the victory by a wound he had received three months before in the same sector and from which he had not entirely recovered. That time, too, he had a remarkable escape from death. He was on duty in the first line trench, eating his lunch, when a shell exploded near.

A flying fragment drove his canteen into his stomach. His recovery after two months in hospital was a miracle.

When Baer got well he asked his captain to send him to the first line for the next attack. The captain refused, declaring he was a brave man, but not a good soldier as far as drill went.

Determined to take part in the attack, Baer picked a quarrel with the sergeant of his company. The latter at first told him to go about his business. Baer refused. The sergeant then pushed him out of the way. Baer sprang on him and was choking him into a state of insensibility when a lieutenant came rushing up and ordered the offender be sentenced to fifteen days in prison and the first line. The "first line" is always meted out as a unitory measure.

Baer was enchanted with the success of his stratagem. It nearly cost him his life. With true Oriental stoicism he pointed out that if he were killed he would not have to serve his prison time, if wounded, he would be relieved of it, and even if he came off scot free it would be worth fifteen days of prison to have taken part in the attack.

He won't be punished.

'Fighting Jimmy' Paul

James Paul, of St. Louis, Mo., was called "Fighting Jimmy" by his comrades, and he was undoubtedly one of the bravest men in the Legion. Twenty-four hours before the general attack Paul was sent out with a bombing detachment to "worry" the German first line.

He was the first man over the parapet and got through safely to the enemy trench surrounded by several more American. After trying in vain to kep them off with their machine guns, the Germans scuttled into their dugouts. Paul, who was in advance of his comrades, threw a dozen grenades into the dugout and called on the skulkers to come out.

Only one German appeared, who threw up his hands calling "Kamerad," assuring Paul the rest of the men were dead. Without taking the precaution to "frisk" the German, Paul turned to another sap.

The instant his back was turned the German pulled a revolver and fired. Pual fell backward as his comrades came sweeping over the trench. The German fell with a dozen bayonet wounds through his body. Two of Paul's best friends, Arthur Barry, of Boston and Christopher Charles of Brooklyn, hastily knelt beside him.

He lay with a smile on his upturned face.

"You're not badly hurt, are you Jimmy?" demanded Charles anxiously.

There was no reply and they turned him over. The bullet had penetrated his heart, killing him instantly.

Proud Of St. Louis

He had been decorated with the Croix de Guerre for heroism in the battle of Belloy-en-Santerre on the Somme on July 4, 1916. On that occasion, single handed, he was holding the end of a trench that was the key to the position. Seven of his companions detailed with him had been killed, but Paul stuck to his post, hurling hand grenades at the advancing Prussians, killing and wounding many. He and a few like him saved the day as well as the lives of many comrades.

One of his friends once asked Paul, jokingly, how it came that a native of St. Louis, a "Booche city," should have been one of the first to enlist in the war.

"St. Louis is no more a 'Boche city' than Paris or any other town," replied Paul indignantly. "There are 'Boches' in every city, but you'll find St. Louis will send over a lot of good soldiers and many of them with names as 'Boche' as the Kaiser's."

War's Grimness Grows

War, and the spirit in which the Germans have waged it has made the Legionaires the desperate men they are in battle. They were not all that way in the beginning. With two American comrades, Paul Pavelka, of Madison Conn., entered the Legion toward the end of 1914. After they had finished their training they were sent to the front.

Their first day in the front line Pavelka and his two comrades who had succeeded in getting into the same company, were all peeping cautiously over the parapet expressing the wish to "get a Boche."

A German head suddenly appeared three hundred yards away. As one man the three blazed away. The German, who had started to climb out of the trench, fell over, dead.

The three turned to look at one another.

"Well," said Pavelka, after a moment's silence, "I'm sure I didn't kill him."

"I fired last," vehemently asserted the second of the Americans.

"My guns sights are set for 200 yards," claimed the third.

When they had got their wish, none wanted own it to himself. Such is the psychology of war.

French Cure For Nerves

The only man in France who ever asked to be sent to the front line trenches as a "cure for nerves" is Herman Chatkoff, born in Lowell, Mass., but how a citizen of Brooklyn. Chatkoff has been twice a member of the Foreign Legion and twice transferred to the Aviation to which he now belongs. At present he is at Plessy-Belleville.

After Chatkoff joined the Legion he did exceptionally good work in the trenches and went through both the Verdun and Champagne campaigns. In August, 1916, Chatkoff decided to become an aviator. After he had received his pilot's brevet, nothing appeared to "turn up" for him that was exciting. Finally he sent the Minister of War one of the strangest letters he ever received.

The letter read:

"Because I feel I am losing my moral force and to some extent the control of my nerves," wrote Chatkoff, "I hereby request that I be re-transferred to the Foreign Legion and be sent back to the front trenches on active service."

After eight weeks of service in the advance trenches constantly under fire, Chatkoff announced to the Minister of War that his nerves were "restored" enough for him to take up flying again. Chatkoff won his officer's stripes as an aviator.

Brooklyn Bob Scanlon

George Washington Bracey of New Orleans has made a name for himself in the Legion. Another negro who has been in the Legion since the first days of the war and who has been twice cited for bravery is Bob Scanlon, of Brooklyn, ex-prize fighter. Scanlon has been wounded three times in action, twice by pieces of exploding shells and once by a machine gun bullet. Despite his scars he is now serving on the front and has taken part in the recent offensive.

When he recently appeared in a Paris exhibition Scanlon frankly told some of the spectators from the ring that he had enlisted in the Legion because he "wanted to see a bit of fun," but had gotten even more than he bargained for.

"I never dreamed this scrap would last so long," said he, with his huge grin. "I thought it'd be over in six months and we'd have a chance for some real fighting. If I had known it would'a lasted three years, well—"

"Well what?" roared the crowd.

"I'd'a been there just the same," grinned the big black.

A San Francisco boy, Charles Sweeney, gained the highest honors that have been awarded to an American in the Legion. Charles Sweeney is a graduate of West Point and comes from a military family, his father having held the rank of captain in the Civil War. Entering the Legion as a private in 1914, Sweeney came out as a captain in April, 1917, when he resigned his French commission to accept a captaincy in the American army.

Sweeney Of The Tanks

At the time of his resignation he was in command of a section of the French "tanks" and in addition to the Croix de Guerre he was also awarded the Medaille Militaire and the Cross of the Legion of Honor for

(Continued on Page 13)

Picking Up Survivors From Torpedoed Ship

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Official British War Office photograph showing survivors from an unnamed merchant ship being picked up by lifeboats and rafts in mid-ocean, following the sinking of the vessel by a German submarine. Fortunately the weather was calm and all of the boats and rafts were successfully lowered after the torpedo struck its mark. Some of the passengers, however, leaped into the sea in their excitement.

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American Warriors In France Win Glory

(Continued from Page 12)

exceptionally distinguished service. He first gained distinction during the French attack on the now famous Navarin farm, where so many lives were sacrificed. With rare bravery, then only a lieutenant, Sweeney led his company to an attack that cleared away a German machine gun nest behind the heavy walls of the old farm. Despite a rain of machine gun bullets that swept across No Man's Land, the Legionaires stumbled forward, with Sweeney's company taking thirty-eight prisoners and seven machine guns.

For his coolness under fire the lieutenant as selected to reconnoitre and capture, if possible, a salient in the German second line northwest of Tahure Hill that had long been a thorn in the side of the French advance. It was a full mile across as dangerous a distance of land as could be found on the battle front. Calling to his company to follow, Sweeney charged forward. Although they were drenched with shells of all calibers, the company got through the German barbed wire.

At the trench itself, the Lieutenant fell with a machine gun bullet in his right shoulder in dangerous proximity to the lung. He lay in the barbed wire right in the path of the attacking troops until two of the privates of his company both of them badly wounded, succeeded in rolling him into a shell-hole. For four hours the trio lay in the shell-hole, the Lieutenant bleeding internally and suffering from a high fever until they were rescued by a searching party from his own regiment.

At the advanced dressing station the surgeon in charge made a hasty diagnosis of his wound and told Sweeney he feared the bullet was through the lung and that he had only a few hours to live. He was hastily evacuated to the rear, where it was discovered the wound was not as serious as first feared.

For his bravery and dash the military authorities declared in the official citation: "Charles Sweeney, Lieutenant, who has not only shown exemplary bravery, but has led his company with the utmost daring on two successive days, and whose conduct has always been most highly meritorious and soldierly."

Cross For Littauer

For "spotting" a heavy battery in the vicinity of Dunkirk and photographing it under heavy German fire, Kenneth Proctor Littauer, a graduate of Central High School, of Washington, D. C., whose father is now in business in New York, has just been awarded the Croix de Guerre.

Littauer entered the aviation in March, 1916, and received his brevet the following July. For nearly eight months he did routine reconnaissance work on the front near Dunkirk, flying with the Franco-Belgium Escadrille. He had already won a name for himself for his coolness and daring under fire, but it was not until February last that he came into the official eye of the French Government.

Information reached the General in command of the sector that a German heavy battery was being installed just beyond the French lines in a position where it could drop shells almost within Dunkirk and cause an enormous amount of damage. The General decided to "spot" the battery and turn his heavy guns against it. To "spot" a heavy battery, well beyond the advanced lines, is always dangerous work. Young Littauer, he is only twenty-two, was asked if he would undertake it. He jumped at the chance.

On one of the bitterest afternoons in February at a height of 15,000 feet he succeeded in crossing the German first lines unobserved. He dropped down to 8,000 feet and started circling about in search of the battery. He finally located it at the same time its gunners perceived him. He snapped a number of photographs at the same time the battery's anti-aircraft guns opened fire.

Saved His Photos

Shrapnel rattled uncomfortably around the young pilot as he finished his photographs, dropped a smoke bomb, soared up and turned his machine in the direction of the French lines. But he had to re-cross the German lines whose smaller guns now began to get into action. When directly overhead of the last enemy trench piece of shrapnel struck the pilot's left motor causing the machine to rock dangerously and swerve suddenly around to the right. In a flash, Littauer shut off the other motor and started to drop. The German gunners, thinking the machine had been vitally touched, ceased fire. Within several hundred feet from the ground the aeroplane began to pitch straight down. It looked as if a fatal crash were unavoidable so Littauer turned the machine's nose directly toward the earth.

It landed with a force that jarred every bone in Littauer's body, tore the padded seat away from the machine proper and hurled the observer ten feet away. Thanks to the padding that surrounded him, Littauer escaped with nothing more serious than a shock that drove the breath from his body. Everything he had in his pockets was smashed to bits, his camera broken into a hundred pieces, but through some miracle his case of photographic plates escaped.

Thanks to his photographs and "spotting," the battery was subsequently reduced to a harmless state by the French artillery, but the aviator's coolness and daring won him the coveted Croix de Guerre. His citation stated "For bravery under fire and rendering signal service to his command."

The true story of the death of Rene Phelizot, son of one of the best known families in Chicago, a man famed for his exploits as a big game hunter, who had spent six years in African wilds and Indian jungles and come out without a scratch, has just been learned Phelizot's comrades in the Foreign Legion all united in declaring that he met his death on the battlefield and had gone to the end fighting gloriously. Undoubtedly Phelizot was one or the bravest men in the Legion and one of the best soldiers.

He was the bosom companion of Sergeant E. Morley, of Los Angeles, Cal., who died last February after an illness of "trench heart," or enlargement of the heart, brought on through exposure in the trenches. Phelizot, from his experience in "stalking" big game in Africa and India was regarded as the best scout in the company, with Morley following a close second. On many occasions the two, through pure love of adventure and excitement, would creep on a dark night right up to the German trenches through barbed wire entanglements, and scatter confusion and dismay among the enemy with a shower of bombs.

Phelizot was thirty-two, while Sergeant Morley was twelve years his senior. One night, without the consent of their superior officer, the two started out on one of their perilous trips. There was no moon, and crawling along on their stomachs, the two were within fifty feet of the German trench when they heard a patrol of about a dozen Uhlans coming along. It was pitch dark and Phelizot whispered to Morley to lie low and see if the patrol would not pass them by in the blackness. Unfortunately, for the patrol, one of the Germans stumbled over Morley and demanded what he was doing there. Phelizot shot the German with his revolver. Then calling on Morley to follow him, they started on a dead run toward the German trench.

How Phelizot Died

The patrol followed in hot pursuit, firing their carbines. The trench came to instant life. A star shell went up revealing the two Ligionaires making for the German line pursued by the patrol, Thinking it was two of their own scouts pursued by a French patrol, the Germans opened fire on their own men. Before the Uhlans had a chance to shout they were completely wiped out by the fire of their own comrades. Phelizot and Morley got safely through the German wire and began hurling grenades at the astonished enemy. In the confusion that ensued they not only succeeded in escaping back to their own trench but forced five Germans along with them as prisoners.

Both men were received with an acclaim by their comrades that was to lead to Phelizot's undoing. The next day a jealous Moroccan picked a quarrel with Phelizot and a fellow native came up behind and stabbed him with a knife. As he was falling, the other Moroccan struck him over the head with his steel bidon or drinking canteen.

Phelizot died in the military hospital at Fismas near Rheims, on March 12, 1915. He was one of the most popular men in his company and his death was mourned by the entire regiment. His assailant was shot.

A card mailed by Frank Musgrave, of San Antonio, Texas, on April 1, and just received in Paris, reveals that the stormy career of this young Legionaire was not terminated at Verdun a year ago, as his friends had for a long time supposed, but that Musgrave is now a prisoner in the hands of the Germans. He is at Munster, from where he writes that he is in good health but in need of things to eat.

The Texan was captured in March, 1916, while serving with the Forty-fourth Regiment to which he had been transferred before Verdun. With a handful a comrades he had been valiantly holding a shell hole in a sector where trenches were almost unknown. A battalion of attacking Germans swept forward just after the regiment had been ordered to retire. Musgrave and his friends put up a stiff fight. Eight of them were killed but Musgrave with several others, including three Greeks, a Dutchman and a Norwegian, were captured and led away.

Only two weeks before Musgrave had written a letter to his best chum, Jack Ganz, of Albany, Wayne County, Ky., who was still with the Legion in Champagne, in which he gave a vivid description of the life of the soldiers at Verdun.

Ganz's regiment was afterward removed to Verdun, where Ganz was killed during the hottest part of the German offensive in April, 1916. The Germans were attacking in force, sending wave after wave of their picked troops against the Verdun outer series of forts. The Legion, as usual, was in the thickest of the fighting. Ganz was firing a machine gun, holding back the onrushing lines of field green, when a shell exploded at his feet, killing him instantly.

60 Hours In Shell Hole

For three days and two nights Sergeant J. Bouligni, of New Orleans, lay in a shell hole, without food or water, suffering from a bad wound in his left leg that nearly cost him his life and then, so the doctors at first said, would have to cost him his leg. Thanks to medical science, however, Sergeant Bouligni, who is now in Paris on a fifteen-day convalescent leave, is able to walk again and will shortly rejoin his regiment at the front, although he has asked to be transferred to the air service on account of his wounds. Bouligni enlisted as a private in the Legion in August and has never been out of the thick of the fray.

An unequalled example of heroism and stoic suffering is presented in the case of Henry Becker, a mechanical engineer of Chicago. Becker is an American, but of French parents. At the outbreak of the war, although he was in no way bound, he decided to return to France and give his services to that country. He gave up his position and his chances of the future to do what he decided was his duty.

Because most of the Americans were joining the Legion, Becker joined too. For two of the severest winters known in the history, the engineer, who is of slight physique, served with the Legion in the trenches. He was never wounded by bullet or shrapnel, but contracted tuberculosis. He was evacuated to a hospital in the rear, where he could not receive the proper attention owing to the thousands of wounded pouring in after the first Champagne offensive and the German Verdun assault. Becker was dying when his case came to the attention of an American woman in Paris. When he is able to be moved he will be sent to Switzerland, at the American woman's expense, to complete his cure.

Alaska 'Huskies' Part

During the first winter of the war the snow that begins to fall in October in the Vosges Mountains in the extreme east of France, gave not a little difficulty to the French military authorities. The Alpine Chasseurs who fight high up on the summits were frequently cut off from their bases by the drifts that blocked the mountain passes and rendered the ways of communication inaccessible.

France turned her eyes to Alaska and the "huskies," the dogs that can go for miles and miles over the snow and the only animals that can struggle through drifts or over frozen crust. A request for a large number of "huskies" was sent, together with an appeal for drivers.

Kenneth Marr, of Nome, Alaska, who was born in New York, was the first to arrive. He brought with him the first "huskies" ever seen in France and was immediately sent into the Vosges. From the last supply camp to the furthest outposts in the snow, Marr became a well-known figure. His dog rain went everywhere, removing the wounded from the firing line to the advanced dressing stations and also hauling supplies. In addition he taught a number of the Chasseurs how to "mush" or drive the "huskies" along the unmarked trails.

During the severe winter of 1915, and throughout all the terrific fighting around Hartmanswellerkopf, Marr rendered invaluable services. It was in February of that year the Alaskan was returning from the front to a hospital station in charge of a dog train of severely wounded. A sudden snow slide precipitated two of the sledges into a gulley. Dogs and men disappeared in a scene of indescribable confusion.

Well knowing the risk he ran of being buried in many feet of snow, Marr drove his sled down the mountain side and, single-handed, succeeded in rescuing the wounded men, and in extricating the dogs.

When a wound in his leg prevented Frederick Zinn, of Grand Rapids, Mich., who was a student at Ann Arbor when the war broke out, from returning to the Foreign Legion, Zinn promptly announced his intention of joining the aviation. The French authorities were at first doubtful whether his wound might not detract from his services as an active pilot.

Zinn insisted that he was fit enough, if not to enter the aviation as a machine flyer, to be an observer in a captive balloon. He had his way and is now an observer on active duty.

Whether in the Foreign Legion, the aviation, the American Ambulance or Red Cross service, Americans have given signal proof of their bravery on many occasions during the war. To George B. Struby, a graduate of Yale and a native of Denver, Colorado, goes the honor of having risked himself and his ambulance at a distance into the enemy lines that no other driver has yet dared penetrate.

Struby came to France early in 1916 and entered the American Ambulance Field Service. It was on the Verdun front during a violent bombardment that he distinguished himself and won the Croix de Guerre. On September 19, 1916, the French were conducting a local operation around the celebrated fortress and had advanced on a front of several miles, carrying the German first line trench.

Yale Man Scorns Fire

The enemy were bombarding the position just taken with shells of all sizes when, regardless of the mark his ambulance offered, Struby started his machine toward the most dangerous section. In plain sight of the enemy and with shells bursting all around him the American began to pick up the wounded in the coolest possible manner.

An officer shouted to him he would get his head blown off if he didn't make a quick start for the rear. Struby coolly replied he knew that might happen, but that he'd chance it. His brave action undoubtedly saved the lives of a number of severely wounded who were enabled to get the prompt attention that would otherwise have been denied them.

Only the day before, George Dock, a St. Louis boy, and a graduate of Dartmouth, performed a deed that was to earn him the Croix de Guerre later on. It was in the same Verdun sector, where the percentage of wounded has always been heavy that volunteers were called for to evacuate a number of seriously wounded from a section, the route to which was being ceaselessly bombarded.

The Colonel in command frankly told the Americans that they were taking their lives in their hands to drive their cars along the route, yet the dangerously injured men must be gotten to the rear. The mud was thick along the entire way adding the double danger of being held fast under a bombardment to the difficulties usually experienced.

Cross For Dartmouth

Dock was the first to volunteer for the service. Along what had been a road before the enemy shells and the rain had reduced it to a quagmire, and visible to the German gunners, who made a target of him, Dock drove his ambulance. He also aided the stretcher bearers in picking up the wounded, and his official citation is thus concluded.

"George Dock, American driver, Service U. No. 2. For a long time he has distinguished himself among his comrades by his contempt for danger and his remarkable coolness. On September 18 and December 28, 1916, he devoted himself unsparingly to difficult and particularly laborious evacuations over unceasingly bombarded routes."

A piece of a shell that cut the seat of his motor car directly from under William De Ford Bigelow, of Cohasset, Mass., a graduate of Harvard, earned the Croix de Guerre and a most envable citation for the young American driver.

It was during the German attacks of December 8, 1916, and subsequent days, on Hill 304 that Bigelow showed the utmost disregard for danger. On the night of December 8, Bigelow made four trips with his ambulance across a road that was continuously under bombardment, star shells lit up the night and enabled the German gunners to command its entire length with their heavy pieces.

Three times Bigelow made the trip in safety from the advanced station to the rear, depositing his load of badly wounded, and volunteering to go back for more. It was on his fourth trip back to the rear that a shell exploded about fifteen feet from his machine, one large piece piercing the driver's seat and tearing it bodily away from the vehicle. Another smaller fragment cut he cover from the top of the ambulance without doing any harm.

Bigelow's citation also makes mention of an exploit the young driver performed on November 3 1916, also in the Verdun region. A French officer had been wounded by a shell explosion. A piece of the metal had penetrated his intestines and he was slowly bleeding to death when word was sent to the American Ambulance for a driver to come and evacuate him to the rear.

Bigelow Cited in Orders

It was full daylight, but the wound necessitated immediate attention. Bigelow at once volunteered for the service. In plain view of the enemy gunners he drove to the lines post and returned in safety with the wounded officer and another badly hurt man. For his consistent bravery in always volunteering, no matter how dangerous the journey, his citation proclaims him:

"A most courageous American driver. Has participated in the evacuation of the wounded from the advanced aid-posts under the most violent bombardments and always spontaneously offered his service on missions of extreme danger."

With Bigelow was cited at the same time William H. Wallace, of New York, a graduate of Columbia University. He also made four trips in his automobile during the night of December 8, 1916, in front of Verdun, bringing in the wounded over a shell swept route.

His citation which was also accompanied by the Croix de Guerre states:

"He has always given proof of energy and coolness in the most perilous positions, notably in the course of the enemy's attacks upon Hill 304 on December 8, and the following days, many times making four journeys over a road under unceasing bombardment from the enemy's heavy guns."

New French Torpedo Gun A Terror

NEW TORPEDO GUN.

The above photograph shows the French pollu's new torpedo gun. When the Germans advance they are met with a terrific fire from these new engines of destruction, after which the machine guns open up for the final rain of death.

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PERSHING ROUSES THRONGS IN PARIS IN DAY OF TRIUMPH

Americans Wildly Cheered Wherever They Go, And French Capital Is Led To Forget The Sadness Of The War

DEPUTIES RISE AND CHEER WHEN GENERAL APPEARS

Carefully Guarded Tomb Of Napoleon Visited--Veteran Of The Crimea Salutes And Gets An American Handshake.

Paris, June 14.—This was Pershing Day in Paris. The cheers which greeted the American general's entry into the city yesterday were re-echoed wherever he appeared today. All gloom which has pervaded the city for months seemed to dissipate wherever the tall figure of the youthful looking American appeared.

Meets The French President

When the General appeared on the Place de la Concorde this morning he was wildly cheered by thousands who lined the streets. He was escorted to the Palace of the Elysee with military honors and was presented to President Poincare, after which he was entertained at breakfast. Other guests were Premier Ribot, Gen. Painleve, Marshal Joffre, Minister Viviani, Ambassador Sharp and many prominent statesmen.

In the afternoon he was escorted to the Chamber of Deputies by Ambassador Sharp. When he appeared in the distinguished visitors' gallery the entire body of Deputies arose and cheered for several minutes.

After he had bowed his acknowledgments Minister Viviani addressed the Chamber on the results of the trip of the French Mission to America.

Taken To Napoleon's Tomb

This morning Gen. Pershing stood with uncovered head at the tomb of Napoleon and paid tribute to one of the world's greatest commanders. With his staff he was received at the Hotel des Invalides by Gen. Niox, the commander, and Gen. Malterre.

As the American party entered the spacious grounds leading to the building they encountered a number of veterans. A grizzled soldier of the Crimea saluted. Gen. Pershing stopped and extended his hand, saying:

"It is a great honor for a young soldier like myself to press the hand of an old soldier like yourself who has seen such glorious service."

Gen. Niox conducted the American commander within the vast rotunda, with its walls hung with battle flags, and thence the party proceeded below to the crypt where the sarcophagus of Napoleon reposes. Entrance to the crypt is rigorously limited, and it is seldom that anyone is admitted except crowned heads or a former ruler, as in the case of ex-President Roosevelt when he visited Paris.

Gen. Pershing was then conducted to the Artillery Museum, where precious relics of Napoleon are preserved. He was particularly interested in Napoleon's sword and Grand Cross of the Legion of Honor. An hour was spent in the building.

Although this was one of the days when the popular Paris 1 cent newspapers are restricted to two pages, because of the necessity of economising on news print paper, they devote the greater part of one of these pages to descriptions of the arrival of Gen. Pershing and his staff. Every fact obtainable about the General is set forth.

Tonight Gen. Painleve gave a dinner in honor of Gen. Pershing. Among the guests were famous French soldiers, Allied diplomats, residents in Paris, and French statesmen.

Americans Pelted With Flowers
By Lincoln Eyre

Paris, June 14.—"The living symbol of America's help in the war for civilisation."

"The man who will lead the American armies!"

Such were the tumultuous salutes, which must almost have deafened Major Gen. John J. Pershing, commander of the American forces coming to France, when he and his staff arrived here today.

To emphasise that welcome, permit me to interject one personal note. I had the distinguished honor to accompany the French mission to America. But the popular salutes which greeted Viviani and Joffre, the acclaim which, meeting the envoys from the sister republic, shook Broadway, could not measure up to the heartfelt, heart-voiced reception to Gen. Pershing tonight.

Staff Pelted With Flowers

Hundreds of thousands thronged the sidewalks from the railway station, the Gare du Nord, to the Hotel Crillon, where Major Gen. Pershing will make his headquarters here. From the moment the automobile, in which he rode with Minister of War Painleve and Gen. Peltier, designated as his honorary aide, moved slowly into the boulevard outside the railway station, until he arrived at his hotel, the cheering was continuous and, if possible, increased in volume, and the crowds fairly smothered the Americans with flowers.

As Gen. Pershing stepped on the railway platform he found awaiting him M. Viviani, Minister Painleve, Marshal Joffre, Gen. Foch, Gen. Dubail, Military Governor of Paris; M. Mithouard, President of the Municipal Council of Paris, and American Ambassador Sharp. M. Mithouard spoke a few words of welcome.

Greets 'Papa' Joffre

A company of infantry was lined up as a guard of honor, and the Republican Guard Band played "The Star Spangled Banner." Gen. Pershing shook hands in the most cordial fashion with M. Viviani and Marshal Joffre and remarked, with a smile:

"It does not seem long since we saw you in Washington."

Then he was escorted to the Painleve automobile. Ahead of it was that occupied by M. Viviani and Ambassador Sharp, and behind one bearing Marshal Joffre and Rene Besnard, who had accompanied Gen. Pershing from Boulogne.

From windows the Stars and Stripes were waved by men, women and children. French girls, with flowers bought from their savings, fought for a chance to hurl their offerings into the laps of the astonished Americans.

The ride to the Hotel Crillon, in which suites for the General and his chief officers had been reserved, lay through many of the principal streets, and the motors were driven slowly so as to afford the crowds a good look at the Americans. Fifty-two officers accompanying Gen. Pershing will be lodged either at the Crillon or the Continental or Meurice hotels, and the enlisted men will have quarters in the same barracks.

Gen. Pershing announced to the newspaper correspondents that he would devote the next two days to paying visits and other social ceremonies, but that on Friday night "real business will begin."

Arrival A Secret

With other correspondents, I was privileged to accompany Gen. Pershing and his party from Boulogne on a special train. The Americans have already begun to fraternise with the French officers who came to meet them, and the privates attached to the headquarters staff are on the friendliest terms with the poilus they have met.

They are greeted everywhere they go with expressions of the intensest admiration. On the trip from Boulogne to Paris stops were made at Amiens and Abbeville, but as no news of Gen. Pershing's coming had been published there were no demonstrations until the capital was reached. Gen. Pershing had a long conversation on the train with Gen. Peltier, Marshal Joffre's representative. He was keenly interested in the glimpses he caught of the training camps along the railway.

Gen. Pershing set foot on French soil at Boulogne early yesterday, having crossed the channel on "a British transport." As he strode down the gangplank a French military band played the American national hymn. Hundreds of British "Tommies," thronging other transports' decks, joined with the vast assemblage of French officials, officers, poilus and civilians on the landing pier in a mighty outburst of cheering for the Chief of the American expeditionary corps.

On a ship near by a labor battalion joined in the joyous uproar with a chorus of songs. As the transport was being warped into her berth Gen. Pershing stood on the after deck with his officers—a knot of olive-drab faintly distinguishable from the dense mass of British khaki surrounding it. Gen. Pershing's right hand was raised in salute. The guard of honor, a battalion of bronzed Territorials fresh from the trenches, smartly presented arms while the band burst into "The Star Spangled Banner" again and then "La Marseillaise."

Barely was the gangplank lowered when Capt. Boyd, the American Military Attache at the Paris Embassy, had sprung aboard to greet Gen. Pershing in the name of Ambassador Sharp. Behind Capt. Boyd, whose duty was to perform needed instructions, came the most distinguished representatives of the French Government and of the army and navy.

New Era Has Dawned

After shaking hands warmly Secretary Bernard, on behalf of the Government, welcomed Gen. Pershing to France. Gen. J. B. Dumas, commanding the region north, then saluted the American chieftain in these stirring words.

"A new era is beginning in the history of the world. The United States of America is broadening out. With the United States in Europe it forms the United States of the World, united, all for all. Through the society of nations this world union will kill war and assure to us peace, fruitful, harmonious and durable.

"Welcome to us, in the name of humanity."

M. Briens, Prefect of the Poste-Calais Department, and Gen. Peltier, who lost an arm at Verdun and will be the head of the French mission attached to the American headquarters, also briefly expressed France's delight at Gen. Pershing's coming. After Capt. Boyd had presented Gen. Dupont, representing Gen. Petain, Lieut-Col. Count de Chambrun, formerly Military Attache at Washington, Major Thouzelier of Marshal Joffre's staff, and Admiral Ronarch, commanding the Boulogne Marine Corps, went ashore with Gen. Pershing, followed by principal members of his staff, and reviewed the Guard of Honor.

In the interval before the time set for the departure of his special train for Paris, Gen. Pershing motored through Boulogne amid a continuous ovation; for, although his arrival had been kept secret, the news of it had spread through the town, and every street was jammed with curious and enthusiastic French folk.

"America is really with us now," they exclaimed. "He looks like a fighting soldier."

"Look at his determined chin."

Such remarks were heard again and again in the crowds as the General swept past. On his return to the harbor railroad station Gen. Pershing got aboard a special train and summoned the American correspondents, who had come from Paris to meet him. He seemed in the best of spirit despite the fact he had had little sleep since leaving London in the early morning. Said he: "I consider this one of the most important moments in American history. Our arrival on French soil, constituting as we do the advance guard of the American Army, makes us realise to the fullest importance America's participation in the war.

"Our reception has moved us deeply, and I can only re-affirm that the United States has entered the war with the fullest intention of doing her share, no matter how great or small.

"Our Allies can depend on that."

When Gen. Pershing received the French reporters he found among them Mme. Germaine Mernard, a young Paris newspaper woman.

"Unfortunately I speak little French," Pershing said to her smilingly. "But I am sure if I studied it with you I would learn French very quickly."

Pershing In War Councils

British Headquarters In France, June 14.—News of the arrival of Major Gen. John J. Pershing, the American commander in France, spread through the British armies today and was received with the utmost satisfaction.

Field Marshal Sir Douglas Haig was represented in the welcoming of the American Army vanguard at the port of landing, but more elaborate British honors await their visit to this section of the western front.

Gen. Pershing will be a valued member of the allied war councils in the future, and will have the opportunity to study and witness the various offensive actions before his divisions arrive.

On his journey to France Gen. Pershing had the opportunity to see the efficiency of the British transport machinery in operation and was much impressed by it. Later he expects to go more thoroughly into the British system of handling supplies and men at the various bases, for the problems of the American forces with the overseas expedition will be largely similar to those the British have successfully solved.

Famous Airman Aids Recruiting

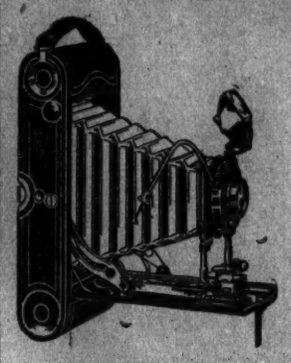
CAPT. GEOFFREY BONNELL.

Captain Bonnell is an American, with the British flying corps, and is given credit for bringing to death Captain Bolke, the famous German aviator. Bonnell has arrived in New York to conduct recruiting for the British air forces. He has established his headquarters at the British recruiting station recently opened by General W. A. White.

New Major-General

GEN. W. L. SIBERT.

Brigadier-General William L. Sibert has been nominated by President Wilson for promotion to the rank of major-general, in order that he may command a division in France under Pershing, who will be made a lieutenant-general.



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'Taking Over' Trenches Is A Job The British Like

Tommies Fraternise With The Poilus They Are About To Relieve And Friendship Of Lasting Nature Is Begun

Somewhere in France, May 20.—"We took that bit over from the French in June."

You may hear this sort of thing sometimes from a British officer if you are fortunate enough to find him in a reminiscent mood; and you may in some cases catch just the glimmer of a kindly twinkle in his eye as he says it. "We took over from the French," seems to strike a note which awakens pleasant recollections in the mind of the British officer, which will, I believe, continue to echo in the hearts of the soldiers, and perhaps deeper yet in the hearts of the two peoples, long after time has silenced the echoes of the great guns.

"And what is it like taking over from the French?" I asked of one officer boy (he did not even pretend to be more than 19). "Oh, it's like taking over from our own people, only it's much more fun," he said.

I sighed. This did not help me in the least. I should not have thought that any of it was fun. But I persevered; and in time I got the story from him. It was an extremely disjointed story, often in a trench argot most difficult to understand and hampered by an exasperating fear on the boy's part that he might be boring me. But as I did extract something eventually, and as I know that what I extracted is true, I will give it here much as he told it to me.

"Some of us went up first, in the daytime, you know, to have a look round before we brought the men up. We met the French officers at their headquarters—sort of Brigade H. Q.., I suppose—and jolly comfortable they'd made themselves and jolly cheery they were. I'm not much at French myself, but some of their officers could talk English pretty well. You know, they're not little chaps, as we always used to think. Well, there were drinks and smokes and chat in their headquarters, and I wouldn't have minded staying there a month, but after a bit we pushed off and went up to the front trench. The company commander very meanly bagged the French officer who could talk English, and I went along with a chap who knew about as much English as I knew French.

"He was so cheery and full of chat—French chat, of course—but I think I caught the general hang of it. He was great on the word 'dugout.' I should think he'd just learned it. He pronounced it 'duck-aout.' Whenever we came to one he would wave his hand and say 'Duck-aout,' and I would say 'Wee, duck-aout.' I thought it would be rude to pronounce it the right way as if I were trying to correct him.

"The Germans were shelling a bit and a 'dud'—a bad 'un, you know—fell not very far from us. He laughed at it like anything, and said 'Boche souvenir.' It seemed to tickle him no end. But they're all as gay as birds. I put my head into one dugout where there were about half a dozen poilus sitting about. I said 'Don't get up,' men. Of course they didn't understand, but I showed them what I meant with my hand, as a Frenchman might, you know, only I expect I didn't do it gracefully as they do, but more like an elephant waving his foot. They all smiled and showed their teeth and said 'Bon jour, monsieur,' in a sort of sing song voice. Our Tommies wouldn't have been a bit like that if a French officer had looked in. I mean they'd have behaved all right, of course, but they'd have been just stolid.

"I remember their officer was awfully amused at my khaki pocket handkerchief. He said, 'Ah, your Government supply these that the enemy may not see when you must blow your nose?' I said, 'Wee,' not being equal to explaining that I'd bought this one for myself. Also I wanted to change the subject and get the handkerchief out of the way, as it had been on duty for a fortnight, including a good many fatigues like cleaning my pipe and my revolver, and was badly in need of a rest. I think French officers have mostly white pocket handkerchiefs—and really white too not that dark white which is worse than dark khaki. They are mostly pretty smartly turned out.

"When we'd had a good look round in front and seen which was our bit and what it was like, we went back to their headquarters and had lunch. A jolly good lunch too, including an omelet and red wine and coffee afterward, all top hole. Perhaps they'd turned on an extra one for us, or because they were coming out after a stiffish time. Anyhow, I didn't much mind whose idea it was, but wired in till I saw my skipper frowning at me.

"Their commanding officer made us a charming little speech when we left them about leaving their ground in safe hands—I couldn't repeat it exactly for my life, but it was jolly well put and I believe he meant it. My skipper's a tough old nut, not much at making speeches, and he just said, 'we won't let you down.'

"Well, we took over at 10 o'clock that night, I led the men in, as I'd been up in the day. At a place which we afterward called Mile End my French pal met us. I suppose he thought I'd eaten so much lunch I shouldn't find the way. We got the men in all right, and of course till the French withdrew their men and ours were all jammed up in the trench together.

"They were funny. In no time they were as thick as thieves. The Frenchmen were awfully interested in our men's kits. They kept fingering the web equipment to see what it was made of, and I heard one of our men say 'Here, Francais you're tickling. Another seemed to know a little French, for I heard him say 'Il ne faut pas toucher aux objets d'art.'

"I went up to a listening post first to relieve their sentries there. It was very close to the German lines—only about ten yards away—so the men could not exchange any compliments, but the Frenchmen smiled at our chaps and nodded till their heads nearly came off.

"When we got back the French withdrew their men. Our Tommies were as sorry as anything. They had been trying all their French words. 'Bong' was the chief one, of course, but I heard one man produce 'Boulong,' 'Toulong' and the 'Continong'! There was some exchange of souvenirs—several of our men showed me little French badges, &c., the next day—and there was such an affectionate farewell between one Tommy and his French friend that I heard some one say, "Well, didn't he kiss you?'

"That's all about it, I think. Oh, there's one rather good remark my sergeant made next day.

"'What a pity the Boche didn't make an attack last night when we were all together in the trench,' he said. "We'd have given him a proper mixed grill!'"

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on July 10, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	none
Cod	,,	14-16
Mandarin	,,	30-40
Mackerel	,,	14-16
Promfret	,,	14-16
Salmon	,,	none
Smali	,,	none
Soles	,,	14-16
Whitebait	,,	18-20
Game, Poultry and Eggs		
Deer	each	none
Duck	,,	40-70
Eggs	per doz.	14-16
Fowl	per lb.	22-25
Geese	each	70-1.00
Hare	,,	none
Partridge	,,	none
Pheasant	,,	none
Pigeons	,,	15-18
Plover	,,	none
Quail	,,	none
Snipe	,,	none
Turkey	per lb.	35-40
Teal	each	none
Wild Duck	,,	none
Wild Geese	,,	none
Woodcock	,,	none
Wild Pigeons	,,	none
Fruit		
Apples	per lb.	10-12
Appricots	,,	8-10
Bananas	,,	7-8
Cherries	,,	none
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	15-20
Mangoes	each	none
Mangosteens	per doz.	none
Melons	each	30-40
Oranges	per lb.	18-20
Peache	,,	6-8
Persimmons	,,	none
Peeboes	per lb.	none
Plums	,,	6-8
Pumeloes	each	15-20
Pineapples	,,	8-10
Pears	per lb.	10-12
Strawberries	,,	none
Walnuts	,,	10-12
Vegetables		
Artichokes	each	10-12
Asparagus	per doz.	15-20
Bamboo Shoots	per lb.	none
Broad Beans	,,	none
Beetroot	per bunch	1-2
Cabbage	each	4-6
Celery	per bunch	2-3
Carrots	,,	2-3
Cauliflower	each	none
Egg Plant	per lb.	4-5
French Beans	,,	12-15
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	per lb.	2-3
Peas	,,	none
Potatoes	per pic.	$1.40-1.60
Parnips	per bunch	5-6
Radishes	per bunch	1-2
Spinach	per lb.	4-5
Tomatoes	,,	12-15
Turnips	per bunch	none
Grain and Flour		
Flour American	per 50 lb.	$5.50
Flour Shanghai	per 50 lb.	$2.60
Rice	per 200lb.	$7.40
Milk		
Foreign dairies	per bottles	20
Chinese dairies	,,	17
Fuel		
House Coal	per ton Tls.	14.50
Stove Coal	,,	18.85
Firewood	per 50 bundles	$1.00
Fodder		
Barley	144 lb.	$2.65
Bran	,,	$2.15

E. KILNER.
Chief Inspector.

ARE THESE YOUR SYMPTOMS?

Do you find your breath bad in the morning, a bad taste in the mouth, a coated tongue? Are you constipated, mentally sluggish, dizzy, bilious? If so try

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They act with prompt efficiency as gentry as nature. Of chemists, or post free 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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22 Krt. Gold Crowns and Bridge Work from $10.00.

Rubber plates, perfect fit guaranteed, from $25.00.

Artificial teeth made in my office do not have an artificial appearance. When I place a finished set of teeth in the mouth, I am not satisfied unless they are correct in every particular.

They must look right, feel right and occlude right.

Moreover, they must enable the patient to eat well, to talk naturally, and to pronounce distinctly.

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E. BERRUCHON,
Manager.
13714

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JULY 15, 1917

Date and Place	Per	Chi.	British	French	Ger.	U.S.A.	Russian	Japan	Regist
Today									
Europe via Siberia (Post Train) ..	Via Pukow	..	7.00*	..	..	..	..	..	..
River Ports	Kiangkwan	9.00	..	..	..	..	..	..	9.00
Hankow .. .. (Every day)	Train	..	..	..	..	..	11.30*	..	11.30*
Peking and Tientsin.. .. (Every day)	Train	..	..	..	..	..	5.00	..	5.00
Tomorrow									
Europe via Siberia	Via Pukow	‡9.00	..	..	..	..	6.00	..	5.30
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe	†	..	5.00	..	..	..	..	..	..
Swatow, Hongkong and Canton	Sunning	9.00	..	4.30	..	..	4.30	5.00	9.00
Japan Ports	Hakusan maru	8.30	..	..	..	..	..	..	8.30
Swatow and Hongkong..		..	5.00	..	..	..	..	..	..
River Ports	Kiangfoo	9.00	..	..	..	..	..	..	9.00
San F. via Japan Canada, and Europe		4.30	..	..	..	..	..	..	4.30
Newchwang	Foochow	10.30*	..	..	..	..	..	..	10.30*
Chefoo and Tientsin..	Hsinming	4.00	..	..	..	..	..	..	4.00
Hongkong and Canton	Kwangtah	9.00	..	4.30	..	..	4.30	5.00	9.00
Hankow		..	5.00	..	..	..	..	..	..
Ningpo	Hsin Peking	3.30	3.00	..	..	..	..	..	..
Tuesday, July 17.									
Japan via Nagasaki	Hakusan maru			..	..	..	..	A8.30*	..
Europe via Siberia (Express)	†Via Pukow		7.00*	..	..		..	..	5(7.00th)
River Ports	Loongwo	9.00	..	..	..	..	..	..	9.00
Weihaiwei, Chefoo and Tientsin ..	Shangking	1.30	1.30	..	..	..	..	..	1.30
San F. via Japan Canada, and Europe	Tjikini	8.00	..	..	..	..	..	..	5.00
Wednesday, July 18									
Europe Via Siberia	Via Pukow	‡9.00	..	..	..	..	6.00	..	5.30
Amoy and Hongkong		..	5.00	..	..	..	..	..	..
Amoy, Hongkong and Canton	Shantung	9.00	..	4.30	..	..	4.30	5.00	9.00
River Ports	Poyang	9.00	..	..	..	..	..	..	9.00
Thursday, July 19.									
Japan via Moji	Kasuga maru	..	..	..	..	..	..	c10.00*	9.30*
Nagasaki, Kobe, Yokohama, Canada. U.S.A. and Europe	†	..	9.30*	..	..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe	†	..	5.00	..	..	..	..	..	4.30
Japan Ports	Kasuga maru	9.00	..	..	..	..	..	..	8.30*
Japan and America	Hawaii maru	5.00	..	..	..	..	..	..	4.30
Europe via Siberia (Post Train) .	†via Pukow	..	7.0*	..	..	..	..	..	5(7.0th)
Friday, July 20.									
Japan via Kobe	Atsuta maru	..	..	..	..	..	..	c7.00*	5.30*
Antung	Wenchow	9.00	..	..	..				9.00
Saturday, July 21.									
Weihaiwei, Chefoo and Tientsin ..	Fengtien	8.30*	..	..	..	..	..	..	8.30*

†Letters forwarded by this mails only when specially marked.

An asterick (*) denotes a.m.

A Rigistered articles 8.30 p.m. on previous day. Letters and boxes with declared value 8.30 p.m. on previous day. Parcel post 4 p.m. and money orders 3 p.m. on previous day.

C Letters and boxes with declared value 9.30 a.m. Parcel post and money orders 9 a.m.

E Registration 8.30 a.m. Supplementary mails closed at 7 a.m.

G Letters and boxes with declared value 8.30 a.m. Parcel post 4 p.m. and money orders noon on previous day.

British Post Office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post Office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesdays, Thursdays and Saturdays at 7 a.m.

Japanese Post Office.—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00
SOOCHOW.....dep.	9.41	..	11.06	12.13	14.57	18.13	1.08
WUSIH.....dep.	10.31	..	12.21	13.43	15.52	19.41	2.10
CHANGCHOW.....dep.	11.42	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG .....dep.	12.05	8.03	14.59	16.14	17.45	..	..
CHINKIANG .....dep.	12.52	8.59	15.57	17.18	18.32	..	5.05
NANKING .....arr.	14.15	10.55	17.50	19.25	20.05	..	6.50
NANKING FERRY ..arr.	14.10	..	..	..	..	..	..
PUKOW ..... dep.	5.15.30	I.P.R	..	..	..	..	..
TSINANFU .....dep	8.06	Second Day	..	..	..	..	..
TIENTSIN .....arr.	16.31		..	..	..	..	..
CENTRAL .....dep.	17.00	P.M.R.	..	..	..	..	..
PEKING .....arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.	
PEKING .....dep.	..	..	..	..	8.35	P.M.R.
TIENTSIN .....arr.	..	..	..	..	14.10	
CENTRAL .....dep.	..	..	..	..	5.12.50	
TSINANFU .....dep.	..	..	..	..	10.31	I.P.R Second Day
PUKOW .....arr.	..	..	..	..	18.00	
NANKING FERRY dep.	..	..	..	..	14.20	..
NANKING.....dep.	..	7.00	7.30	11.15	16.20	16.55
CHINKIANG.....dep.	..	9.00	9.32	12.59	16.01	18.25
TANYANG.....dep.	..	9.57	10.5	13.40	16.38	19.19
CHANGCHOW.....dep.	6.20	11.14	12.23	14.52	17.38	20.30
WUSIH .....dep.	7.31	12.22	13.40	15.53	18.31	..
SOOCHOW.....dep.	8.46	13.50	15.08	16.55	19.28	..
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.25	19.10	21.30
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37	KIANGWAN dep	6.28	7.46	10.16	12.26	14.11	15.41	17.36	9.21	21.41
SHANGHAI NORTH .. arr.	7.30	8.50	11.20	13.46	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS..arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.05

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North..... dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield ..... dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei .... dep.	....	8.10	9.25	10.35	....	14 34	....	....	....
Lunghwa Junction ..... dep.	....	8.28	9 48	11.00	....	14.52	....	....	....
Shanghai South.....dep.	...	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction.....dep.	....	*8.28*	*9.46*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sungkiang .....dep.	....	9.13	10.55	12.10	....	15 28	17.47	....	....
Kashai ..... dep.	....	10.03	11.58	13.33	....	16.16	18 57	....	....
Kashing .....dep.	7.20	10.35	12 36	14.16	....	16 45	19.30	....	....
Yeh Zah .....dep.	8.08	11.14	13.20	15.15	....	17.21	....	....	....
Chang An.....dep.	9.00	11.49	14 04	6.10	....	17 55	....	....	....
Hangchow..... dep.	10.38	12 53	15.26	17.47	....	18.54	....	....	....
Zah Kou..... arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou .....dep.	....	....	....	6.45	8.10	....	8.55	14 15	16.04
Hangchow.....dep.	....	....	....	7.15	8.40	....	9.33	14 40	16.34
Chang An .....dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah .....dep.	....	....	....	8.52	10.40	....	12 30	15.57	18.50
Kashing .....dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.40
Kashai .....dep.	....	....	8 00	10.05	12.00	....	14 47	17.01	....
Sungkiang.....dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction.....dep.	*8.35*	*9.58*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South.....arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction..... dep.	....	....	....	11.44	14.07	....	17.22	18.32	....
Siccawei ..... dep.	....	....	....	11.53	14 17	....	17.32	18 42	....
Jessfield ..... dep	....	....	....	12.01	14 26	....	17.41	18.51	....
Shanghai North ..... arr	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.06	18.15	Zah Kou.....	dep.	....	9.40	12.20	...	17.15	....				
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangchow... ..	dep.	7.45	10.05	12 50	14.55	17.40	18 50				
Hangchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02				
Zah Kou.....	arr.	....	9.25	11.55	...	17.00	....	Kon Zen Chiao..	arr.	8 13	10.35	13.18	15.29	18.05	19.15				

Local Outports Mail

Permanent Notice

Destination.	Mails. Close Daily. a.m.	p.m.
Shanghai-Nanking Railway.		
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00	
Soochow, Wuish, Chinkiang, Nanking and all intermediate place ...	7.30	
Nanziang & Kiatinghsien.	8.00	
Soochow, Wusih, Changchow, Chinkiang, Nanking and all River ports 11.30		
Soochow, Wusih, Changchow and Intermediate places		2.30
Nanziang & Kiatinghsien.		4.30
Soochow, Wuish, Changchow, all River Ports and North China		9.00
Shanghai-Hangchow Railway.		
Sinchwang, (Tsipao and Sueking) Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tangsi) and Hangchow (also Huchow)	6.30 and 8.00 daily.	
Shanghai-Hangchow Train.		
Sinchwang, Sungkiang, Fengking, Kashan, Kashing (and Tangsi), Siashih (and Tunghsiang), Changan (also Shihmenwan) Linping and Hangchow (also Shaoshing & Sioashan).	1.00	
Shanghai-Woosung Train	Close Daily.	
Woosung (also Paoshan, Kiangwan & Tachang).	6, 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m.	
Sunkiang, Kashing, Hangchow and intermediate places	3.00	
Ningpo, Chenhai and Wenchow via Ningpo, Shanghai-Hangchow train, 2 p.m., Sundays only.		

Steamer.	Mails close daily except Sunday. a.m.	p.m.
Ningpo, Chenhai and Wenchow		3.50
Launch	close daily. a.m.	p.m.
Tsungmi and Paochen ..	7.00	2.00
	10.45	5.00
Pehsinchen, Chakiang, Pinghu, & Chungku...	3.00	
Minghong and Nankiao..	2.00	
	11.00	
Hungchow, Nanzing and Linghu 11.00		
Minghong and Wukahong, Nankiao	3.00	
	11.00	
Haimenting and Miaoches	7.00	5.00
	10.45	3.30
Chowpu 11.00		
Tatwan, Nankwei, Fenghsien and Sinchang....	3.00	
Tachang	7.00	
	11.00	
Courier.		
Kiangnan Arsenal..	8, 9, 10, 11 a.m. 12 noon. 2, 3, 4, 6 p.m.	
Siccawei & Tsipao..	8, 9, 10, 11 a.m. 12 noon. 2, 3, 4, 6 p.m.	
Chwansha	7.00	
Foot Boat.		

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, July 14, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 94½=Tls.	1.05
@ 72.4=Mex.	$1.46
Mex. dollars Market rate	72.125
S'hai Gold Bars: 978 touch	—
Bar Silver	39½
Copper Cash	1814
Sovereigns:	
Buying rate @ 3/10½=Tls.	5.13
exch. @ 72.4=Mex.	$7.09
Pegink Bar	268
Native Interest	.03

Latest London Quotations

Bar Silver	d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London	Fr. 27.33
Ex., N. Y. on London T.T.	$ 476⅞
Consols	£ —

Exchange Closing Quotations

London	T.T.	3/11
London	Demand	3/11 1/16
India	(nominal) T.T.	289
Paris	T.T.	539
Paris	Demand	539½
New York	T.T.	93½
New York	Demand	93⅝
Hongkong	T.T.	67½
Japan	T.T.	55
Batavia	T.T.	223¼

Bank's Buying Rates

London	4 m-s. Cdts.	4/½
London	4 m-s. Docy.	4/⅝
London	6 m-s. Cdts.	4/1
London	6 m-s. Docy.	4/1⅛
Paris	4 m-s.	554½
New York	4 m-s.	96⅜

Customs House Exchange Rates For July

Hk. Tls.	4.76 @ 3/9 1/32		£1
„	1 @ 519 =	Francs	5.78
„	1 No quotation	Marks†	4.72
„	1 @ 89¾	Gold	$1
„	1 @ 57⅛	Yen	1.95
„	1 @ 15	Rupees	3.15
„	1 @ 410	Roubles	4.57
„	1 @ 1.50	Mex.	$1.50

† Nominal

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, July 14, 1917.

Official

Kochien Tugs Tls. 36.00
Telephones Tls. 80.00

Unofficial

Hongkong Fires HK $325.00

London Rubber Market

Reuter's Service

London, July 12.—Following are today's rubber prices:—
Plantation First Latex Crepe:
Spot: 2s. 5⅝d. Paid.
October to December: 2s. 7½d. Paid.
Tendency of Market: Steady.
Last quotation, London, July 11.—
Spot: 2s. 5½d. Paid.
October to December: 2s. 7½d. Paid.
Tendency of Market: Very Steady.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The pronounced rise in exchange has had the effect of diminishing interest in local investments, and the market as a whole is, if anything, weaker than last week. Cottons, however, have remained very firm and the prospect for local mills is considered very encouraging. Shanghai Docks are strong at Tls. 94. The directors have recommended the payment of a dividend of Tls. 9 per share for the year ended April 30, 1917. Rubbers generally are weaker owing to high exchange coupled with the low prices for rubber now ruling.

BAR SILVER

Reuter's Service

London, July 12.—Today's silver prices were:—
Bar Silver Spot: 40⅜d.
Continental; other demand. Steady.
Last quotation, London, July 11.—
Bar Silver Spot: 40⅝d.
General demand with smallness of supplies; Steady.

COTTON MARKET

Reuter's Service

London, July 12.—Today's cotton prices were as follows:—

Mid-Americans Spot	19.00d.
July-August	17.65d.
October-November	16.60d.

"BICKERTON'S"
PRIVATE HOTEL
Established 22 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms; separate baths, with hot and cold water, electric light. Tel. W. 1271.

N. Y. K. BOATS TO BE PAINTED A WAR GREY

Precautionary Measure Against Attack Advocated By Capt. Sekine Of Suwa Maru

It is probable that owing to the growing submarine menace in Europe, all steamers of the Nippon Yusen Kaisha European line will soon be painted "war-color" in order to escape German U-boats which make no distinction in attacking steamers on the high seas. Captain T. Sekine of the European liner Suwa Maru, will strongly recommend to the head office of his firm in Tokyo the adoption of this precaution, since grey is less conspicuous from a distance. He will make several other useful suggestions regarding navigation the danger of which is fast increasing. Before he left Japan early in January this year, Captain Sekine was confident that however ruthless Germany might be, her submarines would not attack neutral shipping on the high seas. He therefore did not believe much in the advantage of arming merchantmen. Before he reached London, however, Germany announced her decision of ruthless submarine warfare which has since been so faithfully pursued by her, by sinking all steamers even including hospital ships carrying wounded. As a personal witness of this atrocious conduct committed against the international mercantile marine, Captain Sekine has now entirely changed his mind. He will therefore recommend the painting of all European liners a grey color and also stronger defensive armament on all liners sailing in the danger zones.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 6th inst.

White Silk.—Some further business for America was effected last week. For Europe a small business has been done at full rates. In spite of the big advance in exchange silkmen are not disposed to make concessions.

Tsatlees.—Mountain 3 Tls. 575. Silver Double Elephant Tls. 570. Gold Killing Tls. 527½/30.

Tsatlee Filatures.—Pegasus, 1, 2, 3, Tls. 685 av. Red Dragon 1, 2, 3, 685 av. Kung Kee Mars 1. Tls. 635.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 735 av. Gold and Silver Peacock Ex. 1, 2, Tls. 712½ av. Gold and Silver Motor Car, ex. 1, 2, Tls. 712½. Gold and Silver Locomotive, Ex. 1, 2, Tls. 707½.

Tussah Filatures 8 coc.—Some small lots of Best grades at Tls. 520 av. with Dec./Jan. shipment have been booked. Stock lots coming at Tls. 535 av.

Raven Trust Co., Ltd.
15 Nanking Rd. Phone 60.
Resources ..... Tls. 470,000

LOANS AND MORTGAGES
We can arrange loans for any amount from Tls. 5,000 up on first class real estate security.

INSURANCE
Fire.
Life
Marine
Motor Car
Burglary
Fidelity
Lowest rates.

INVESTMENT
We have for sale, in amounts of Tls. 20 or more, Preference Shares paying interest at 7%.
ALSO
In amounts of Tls. 100 or more Debentures paying interest at 7%.

OFFICES TO LET
One room at 15 Nanking Road.
Two rooms at 15 Nanking Road.
One private flat of three large rooms at 15 Nanking Road.

Raven Trust Co., Ltd.
15 Nanking Rd. Phone 60.

The China Mutual Life Insurance Company, Ltd.

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
V. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 13 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvera.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy Chairman.
Hon. Mr. C. E. Anton.
A. H. Compton Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	„ 36,000,000
Reserve Fund	„ 21,300,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	1,010,000.00
	U.S. $7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000
Reserve Fund—
Guilders 9,925,431 (about £827,120)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection Bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	$62,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore,	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG.
Manager.
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.

50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA.
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
No. 1 Kiukiang Road.

Capital (Paid-up)	Yen 15,000,000
Reserve	Yen 1,470,000
Deposits	Yen 120,000,000

President, Baron K. SUMITOMO.

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KARAHARA.
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中 華 滙 業 銀 行 Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Hankow
Shanghai	Hongkong
Nanking	Canton
Hsuchow	Pengpu
Yangchow	Chinkiang
Ningpo	Hangchow
Tientsin	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR.
Sub-manager.

Business and Official Notices

TOYO KISEN KAISHA

S.S. Korea Maru

The T.K.K. steamer "Korea Maru" will sail from Shanghai on Thursday, July 19th instead of Friday, July 20th, as previously advertised. Last tender will leave Customs jetty at 5 p.m. Thursday, July 19th.

T. N. ALEXANDER,
Agent.

Burlington Hotel

(173 BUBBLING WELL ROAD), SHANGHAI.

A FIRST-CLASS Hotel conveniently situated near Town but away from the noise, dust, etc.

Specially suitable for those who cannot get away for the Summer, but require a change and quiet nights amidst pleasant surroundings.

GOOD rooms, with Bathrooms attached, to let.

REASONABLE RATES.

Hotel's own Motor Car for hire at the usual charges.

14419

Pure Irish Linen

in

4 Grades

in widths of:

100" 90" 72" 66" 45" 40" 36"

also

Irish Linen Tabling

with

Serviettes to Match

Just opened out

and

offered at low prices

owing to favourable exchange

at

H. G. HILL & CO.

119 Szechuen Road.

The Hwa Yeng Carpet Factory

has removed to

more extensive premises

at

127 Peking Road

Orders undertaken at moderate prices

The Shanghai Land Investment Company, Limited

SHAREHOLDERS are notified that a Dividend of Five per cent (5%) for the half year ending 30th June, 1917, has been declared and Dividend Warrants will be issued on Friday, the 27th day of July, 1917.

The Transfer Books of the Company will be closed from the 18th to the 27th day of July, both days inclusive.

By Order of the Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Shanghai, 13th July, 1917.

14453

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 24b Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 23, 1917.

14188

STEAMERS FOR SALE

D/W Tonnage Capacity:—4,600 and 1,300, June; 1,800 June/July; 6,500, 3,200, 5,500 and 6,300, July; 1,400 July/Aug.; 5,700, 3,750, 800, 3,500 and 1,500, Aug.; 3,200 and 6,800, Aug./Sept.; 3,100 and 3,500, Sept./Oct.; 5,850, 5,000, 4,100, 1,500 and 6,000 Oct.; 2,500, 2,000, 1,500 and 2,050, Dec.; 1,900, Dec./Jan.

C. A. MARTINHO MARQUES,
96 Szechuen Road.
Tel. No. 380.

High-class Provisions

Constant arrivals of the best American and English Provisions, Wines and Spirits.

Only the best!

C. EDDIE & CO.
1132-3 Broadway, Shanghai.
Tel. North 639

14319

THE BUKIT TOH ALANG RUBBER ESTATES, LIMITED.

NOTICE is hereby given that the Seventh Annual Meeting of Shareholders of the above-named Company will be held at the Head Office, No. 71 Szechuen Road, Shanghai, on Tuesday, the 24th day of July, 1917, at 4.30 p.m., for presentation of the Report of the Directors and Accounts for the year ended 31st March, 1917.

The Transfer Books of the Company will be closed from Tuesday, 17th, to Tuesday, 24th July, both days inclusive.

By order of the Board of Directors.
HUGO REISS & CO.,
Secretaries & General Managers.

Shanghai, 9th July, 1917.

14403 J.24.

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

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Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$600 B.
Chartered	£59 10s.
Russo-Asiatic	R. 250
Cathay, ordy	Tls. 6 B.
Marine Insurances	
Canton	Tls. 342½
North China	Tls. 140 S.
Union of Canton	Tls. 790
Yangtsze	$192½ B.
Fire Insurances	
China Fire	$143 B.
Hongkong Fire	Tls. 325 Sa.
Shipping	
Indo-China Pref	Tls. 100
Indo-China Def	
"Shell"	120s. B.
Shanghai Tug (o)	Tls. 15¼ B.
Shanghai Tug (f)	Tls. 50 S.
Kochien	Tls. 35 Sa.
Mining	
Kaiping	Tls. 9.60
Oriental Cons.	27s. 6d.
Philippine	Tls. 0.80
Raub	$2.45
Docks	
Hongkong Dock	$115
Shanghai Dock	Tls. 94
New Eng. Works	Tls. 13 B.
Wharves	
Shanghai Wharf	Tls. 70 B.
Hongkong Wharf	Tls. 70 B.
Lands and Hotels	
Anglo French Land	Tls. 84½
China Land	Tls. 50
Shanghai Land	Tls. 80 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$9 B.
China Realty (ord.)	Tls. 50
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 155 B.
E-wo Pref.	Tls. 100
International	Tls. 92
International Pref.	Tls. 68
Laou-kung-mow	Tls. 70
Oriental	Tls. 38
Shanghai Cotton	Tls. 124
Kung Yik	Tls. 14.65 Sa
Yangtszepoo	Tls. 5.60 B.
Yangtszepoo Pref.	Tls. 100
Industrials	
Butler Tile	Tls. 23
China Sugar	$98 S.
Green Island	Tls. 7.30
Langkats	Tls. 15¼ B.
Major Bros.	Tls. 5
Shanghai Sumatra	Tls. 130 B.
Stores	
Hall and Holtz	$15½ B.
Llewellyn	$60
Lane, Crawford	$95 B.
Moutrie	$35
Watson	$6 B.
Weeks	Tls. 15½ S.
Rubbers (Local)	
Alma	Tls. 10 B.
Amherst	Tls. 1 S.
Anglo-Java	Tls. 9.60 B.
Anglo-Dutch	Tls. 4¾ B.
Ayer Tawah	Tls. 34 B.
Batu Anam 1913	Tls. 1 Sa.
Bukit Toh Alang	Tls. 4¼
Bute	Tls. 1.05 Sa.
Chemor United	Tls. 1.17½ B.
Chempedak	Tls. 11½
Cheng	Tls. 2½ B.
Consolidated	Tls. 2.60 B.
Dominion	Tls. 10 B.
Gula Kalumpong	Tls. 7 B.
Java Consolidated	Tls. 19 B.
Kamunting	Tls. 6 B.
Kapala	Tls. 0.90
Kapayang	Tls. 27½
Karan	Tls. 12¼
Kota Bahroes	Tls. 8 Sa.
Kroewoek Java	Tls. 17 Sa.
Padang	Tls. 13¼ B.
Pengkalan Durian	Tls. 9½ B.
Permata	Tls. 3¾
Repah	Tls. 1 B.
Samagagas	Tls. 0.90
Seekee	Tls. 7¾
Semambu	Tls. 1.20 Sa.
Senawang	Tls. 13¾ B.
Shanghai Klebang	Tls. 0.90
Shanghai Malay	Tls. 6 B.
S'hai Malay-pref	Tls. 12.20
Shanghai Pahang	Tls. 1.65 B.
Sungala	Tls. 1.55 B.
Sungei Duri	Tls. 11½
Sua Manggis	Tls. 5¼ B.
S'hai Kalantan	Tls. 0.92½
Shanghai Seremban	Tls. 0.70 B.
Taiping	Tls. 1.60 B.
Tanah Merah	Tls. 1.05 B.
T bong	Tls. 19½ Sa.
Ulobri	Tls. 2 Sa.
Ziangbe	Tls. 5 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110
Culty Dairy	Tls. 10 S.
S'hai Elec. and Asb	$2
Shanghai Trams	Tls. 70½ B.
Shanghai Gas	Tls. 20 B.
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30
S'hai Telephone	Tls. 80 S.
S'hai Waterworks	Tls. 235

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Telephone No. 398.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

The output of crude oil for July 12 was 72 tons."

Shipping Items

The C.M. s.s. Hsinming left Tientsin for Shanghai on Thursday.

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Shengking left Tientsin for Shanghai on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The C.M. s.s. Haean left Foochow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The K.M.A. s.s. Kenkon Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kiangping (chartered) left Chinwangtao for Shanghai on Thursday.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The I.-C. s.s. Kingsing will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

Launch Services

TOMORROW

The tender conveying passengers to the S.M.R. s.s. Kobe Maru will leave the Customs jetty at 9 p.m.

Sailed from Shanghai

For London, etc.
Fushimi Maru ..... May 7
Kaga Maru ..... May 16
Mishima Maru ..... July 9
Tsuyama Maru ..... June 8

For Liverpool
Kashima Maru ..... June 30
Katori Maru ..... June 3

For New York
Tatsuno Maru ..... May 21
Tokiwa Maru ..... Mar. 21
Tsushima Maru ..... July 11

For San Francisco, etc.
Nippon Maru ..... June 15
Persia Maru ..... July 6

For Tacoma
Justin ..... July 13
Mexico Maru ..... June 27
Panama Maru ..... May 15

Vessels To Arrive

From London
Hitachi Maru ..... July 22
Iyo Maru ..... July 28

From San Francisco
Ecuador ..... Aug. 25
Venezuela ..... July 28

From Tacoma
Chicago Maru ..... Aug. 13

From Seattle
Yokohama Maru ..... July 18

Siccawei Weather Report

13.—The typhoon reaches Formosa and crosses the island in the evening. Heavy cyclonic storm in the Channel. The monsoon continues, to the N. of the 30th parallel. Cloudy and cooler weather at Shanghai.

14.—The typhoon squalls with showers begin about 4 a.m. Weather damp and gloomy. Strong S.E. squalls.

Saturday, July 14, 1917.

WEATHER.	4 a.m.	9 a.m.
Bar. at Centg., mms.	750.15	752.32
" at inches	29.53	29.60
Variation mm. for 24h	†35.1	†6.04
Variation mm. for 12h	†2.30	†2.46
Wind Direction	NNW	N
Wind Kilom per hour	10	10
Wind Miles	6.2	6.2
Temperature Cen	19.°8	28.°6
Temperature Fahr	67.7	78.1
Humidity per cent	97	96
Cloudiness 0-10	2	8
Rainfall mm.	—	—
Rainfall inches	—	—

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Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	
Nov 14	Hankow	Albenga	2769	Ger.	Carlowitz	US
June 25	Dalny	Almas	785	Br.	M. B. Co.	9 p
July 11	Hongkong	Anhui	1355	Br.	B. & S.	CNW
Aug 4	Hongkong	Bohemia	4282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	YWGW
June 20	Hongkong	Chiyuen	1201	Chi.	C.M.S.N.Co.	KND
Aug 8	Hongkong	D. Rickmers	2651	Ger.	H. D. & Co	USA
July 8	Hongkong	Dilwara	3470	Br.	P. & O.	PWE
July 12	Tsingtao	Dainikhizan maru	325	Jap.	Suzuki	TKDW
Dec 27	Nanking	Fortuna	182	Ger.	H. I. & Co	US
July 10	Kobe	Falstria	2771	Dut.	E. A. Co.	CMLW
Jul 13	Japan	Isshin maru	841	Jap.	S. M. R.	WW
June 30	Hankow	Kiangwo	1754	Br.	J. M. & Co	YTPD
July 3	Hankow	Kiangwah	2101	Chi.	C.M.S.N. Co.	KLYW
July 11	Hankow	Kiangtoo	1468	Chi.	C.M. S. N. Co.	KLYW
June 28	Hongkong	Kwanglee	1268	Chi.	C.M.S.N. Co	CMLW
July 2	Tsingtao	Kohoku maru	628	Jap.	O. S. K.	OSKW
July 13	Hongkong	Kwangtah	1536	Chi.	C. M. S.N. Co.	CMCW
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Mellee	1682	Ger.	Melcher	US
May 6	Cruise	Pacific	727	Dan.	G. N. T. Co	Int. D.
July 30	Tsingtao	Sikiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus.	Aus. Lloyd	B IX
July 2	Cruise	Store Nordiske	596	Dan	G.-N. T. Co.	9 p
July 14	Hongkong	Sunning	1570	Br.	B. & S.	CNW
July 3	Hankow	Tachi maru	1878	Jap.	N.K.K.	LPDW
July 13	Chinwangtao	Upoin	700	Br.	Wallem & Co.	
July 11	Newchwang	Wosang	1127	Br.	J. M. & Co	SHW

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
P&OBI	Apr. 16	Cruise	Monocacy	Am.g-b.	190	2	43	McFeaters
P&OBI	Apr. 29	Cruise	Palos	Am.g-b.	190	2	43	Delano
YTPDW	Apr. 13	Cruise	Quiros	Am.g-b.	350	4	55	Lewis
P&OBI	Apr. 14	Cruise	Samar	Am.g-b.	248	4	33	Brown
BNB	Apr. 14	Cruise	Villalobos	Am.g-b.	370	4	55	Partello

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

AMUSEMENTS

APOLLO THEATRE

Programme for July 15th.

TONIGHT TONIGHT

"THE KANGAROO"

This five-reeled Photo-Play, culled from the well-known novel by Judge Harris Dickson, gives vivid illustrations of the early Republican days in "Old and New Orleans" when slave-trafficking was in vogue, and the country invested by criminals of the most daring type.

Fourth of July Celebration

at Shanghai, 1917.

Showing Parade of the Allied Units of the S.V.C. also Review and Reception at American Consul-General's

Pathe's British, French and American Gazettes

Depicting all the principal events.

"MAX, VICTIM OF THE BLACK HAND"

A screaming comedy by Max Linder.

MATINEE Today at 3 p.m.
Showing 9th and 15th Episodes of
"THE SHIELDING SHADOW"
Four Reels.

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening at 9.15

Change of Programme on Mondays & Fridays

TONIGHT, Showing

Fourth of July Celebration

at Shanghai, 1917

Including S.V.C. Parade and Review and Reception at the Consulate-General.

TOWA CINEMA THEATRE

No. 3 Woochang Road [Near Chapoo Road]

Programme for July 15th

"HER S. O. S. CALL"
An interesting photo-play.

"WHO'S GUILTY?"
Fourteen Powerful Stories based on social errors in Society.

Tonight showing 5th and 6th Series
"SOLD OUT" and "SOWING THE WIND" four reels.

"A MEETING FOR A CHEATING"
Luke comedy.

CHANGE OF PROGRAMME EVERY MONDAY AND FRIDAY.

MATINEE TODAY at 2.30 p.m.

Admission Prices,
1st class 30 cts., 2nd class 20 cts., 3rd class 10 cts

Monday, July 16th
"THE SHIELDING SHADOW"
3rd and 4th Episodes,
"THE MYSTIC DEFENDER"
And "THE EARTHQUAKE"
Four reels.

OLYMPIC THEATRE

TONIGHT

THREE NEW EPISODES of the Beautiful Film Novel

"Gloria's Romance"

episodes

7th, 8th and 9th

SIX PARTS

COMING! COMING!

"CAMEOS"

Comedy.

Concert Party

15 - STAR ARTISTS - 15

Passengers Arrived

Per N.Y.K. s.s. Hakuai Maru from Japan:—Mr. T. Meldram, Mrs. R. Dreysse, Mr. M. Lowkaster, Mr. C. G. Asker, Mr. R. Felgate, Mr. Ryon, and Mr. Harry Foox.

Per C.N. s.s. Tungting from Hankow:—Mr. Evensen, Mr. Clement, Mrs. Otte Kang sing, Mr. and Mrs. Graham, and Mr. and Mrs. Allen de Ford.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. R. Yui, Mr. K. F Lee, Mr. F. Eloret, Mr. Look, Miss D. Zimmermann, and Miss Hary Cressey.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
July 19	..	Tacoma & Seattle	Hawai Maru	Jap.	O.S.K.
" 19	5.00	San Francisco	Korea maru	Jap.	Alexander
" 21	..	San Francisco	Colombia	Am.	P. M. S. S. Co
" 21	10.30*	Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K.
" 30	..	San Francisco	Siberia maru	Jap.	Alexander
Aug 6	..	Victoria B.C. & Seattle	Yokohama maru	Jap.	N. Y. K.

FOR JAPAN PORTS

July 7	9.30*	Nagasaki, Moji & Kobe	Hakusan maru	Jap.	N.Y.K.
" 19	11.30*	Moji, Kobe & Osaka	Kasuga maru	Jap.	N.Y.K.
" 20	10.00*	Kobe and Yokohama	Atsuta maru	Jap.	N.Y.K.
" 20	3.00	Nagasaki	Simbirsk	Rus.	R.V.F.
" 21	4.30*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.
" 21	10.30*	Kobe & Yokohama	Inaba maru	Jap.	N.Y.K.
" 23	11.30*	Kobe and Yokohama	Hitachi maru	Jap.	N.Y.K.
" 24	4.00*	Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K.
" 29	5.00	Kobe & Yokohama	Iyo maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

July 31	5.30*	Liverpool etc.	Suwa maru	Jap.	N.Y.K.
Aug 5	..	London etc.	Atsuta maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

July 15	D.L.	Hongkong & Canton	Anhui	Br.	B. & S.
" 16	4.00	Ningpo	Hsin Peking	Br	B. & S.
" 16	4.00	Ningpo	Hsin Ningshao	Chi	N.S.S. Co.
" 17	4.30	Ningpo	Kiangtsen	Chi	C.M.S.N.Co.
" 17	A.M.	Hongkong & Canton	Kwangtah	Chi.	C.M.S.N. Co.
" 17	D.L.	Swatow, Hongkong & Canton	Sunning	Br.	B. & S.
" 19	D.L.	Amoy, Hongkong & Canton	Shantung	Br	B. & S.
" 20	1.30*	Hongkong	Yokohama maru	Jap.	N. Y. K.
" 22	D.L.	S'atow, Hongkong & Canton	Yingchow	Br.	B. & S
" 28	..	Manila	Venezuela	Am.	P. M. S. S. Co

FOR NORTHERN PORTS

July 15	D.L.	Chefoo & Newchwang	Wosang	Br.	J. M. & Co.
" 15	D.L.	Tientsin, Dalny & Tsingtao	Kinkasu maru	Jap.	O.S.K.
" 16	noon	Dalny & N'chwang	Foochow	Br	B. & S.
" 17	8.00*	Weihaiwei, Chefoo & T'tsin	Shengking	Br	B. & S.
" 17	9.00*	Dalny	Kobe Maru	Jap.	S. M. R.
" 17		Chinwangtao	Kiangping	Chi.	K.M.A.
" 17	A.M.	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
" 20	3.00	Via Ilvostock	Simbirsk	Rus.	R.V.F.
" 20	noon	Tsingtao and Dalny	Sakaki maru	Jap	S.M.R.
" 21		Tsingtao and Tientsin	Daichi maru	Jap.	O.S.K.
" 21	D.L.	Antung	Wencho	Br.	B. & S.
" 21	12.00*	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S.
" 30	..	T'tao, T'tsin & Dalny	Keelung maru	Jap.	O.S.K.

FOR RIVER PORTS

July 16	M.N.	Hankow etc.	Kiangtoo	Chi.	C.M.SN.Co.
" 16	M.N.	do	Kiangwah	Chi.	C.M.S.N. Co
" 16	M.N.	do	Tungting	Br	B. & S.
" 17	M.N.	do	Tatsu maru	Jap.	N.K.K.
" 17	M.N.	do	Chungking	Br.	B. & S.
" 17	M.N.	do	Loongwo	Br.	J.M. & Co.
" 17	M.N.	do	Nanyang maru	Jap.	N.K.K.
" 18	M.N.	do	Poyang	Br.	B. & S.
" 18	M.N.	do	Luenho	Br.	J. M. & Co
" 19	M.N.	do	Kiangyu	Chi	C.M.S.N. Co.
" 19	M.N.	do	Talee maru	Jap.	N.K.K.
" 19	M.N.	do	Lueny	Br.	B. & S
" 20	M.N.	do	Suiwo	Br.	J. M. & Co.
" 20	M.N.	do	Tachi maru	Jap.	N.K.K.
" 21	M.N.	do	Fengyang maru	Jap.	N.K.K.
" 2.	M.N.	do	Ngankin	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
July 14	Ningpo	Kiangtsen	2012	Chi.	C.M.S.N. Co	KLYW
" 14	Dalny	Sanyo maru	1426	Jap.	S.M.R.	SMRW
" 14	Hankow	Tatoo maru	1756	Jap.	N.K.K.	LPDW
" 14	Hankow	Tungting	1264	Br.	B. & S	CNW
" 14	Japan	Hakusan maru	1434	Jap.	N.Y.K.	NYKW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
July 14	Weihaiwei, Chefoo & T'tsin	Tungchow	1263	Br.	B. & S.
" 14	Tientsin	Tungwah	746	Chi.	C.M.S.N. Co.
" 14	Japan	Yawata maru	3895	Jap.	N.Y.K.
" 14	Swatow, Ch'foo & T'tsin	Koonshing	3233	Br	J. M. & Co.
" 14	Hankow etc.	Siangyang maru	2225	Jap.	N.K.K.
" 14	Hankow etc.	Wuchang	1719	Br	B. & S.
" 14	N Saddle Island	Sakigake maru	88	Jap.	N.K.K.
" 14	Hankow	Tseangtah	475	Br.	C.I. & E.L. Co.
" 14	Japan	Ventor	4798	Br.	B. & S.
" 14	Japan	Kenkon maru	1682	Jap.	P. T. Co.
" 14	Japan	Hirano maru	895	Jap.	M. B. Co.
" 14	Japan	Nagata maru	2184	Jap.	A. P. Co.
" 14	Ningpo	Kiangtsen	2013	Chi.	C.M.S.N. Co

For Southern Ports

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Anhui, Captain Eedy, will leave from the French Bund direct for the above ports on Sunday, July 15, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, July 16, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The Str. Kwangtah, Capt. C. Stewart, will leave on Tuesday morning. For Freight or Passage apply to C.N.S.N. Co.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Sunning, Capt. W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, July 17, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shantung Capt. Meathrel, will leave from the French Bund direct for the above ports on Thursday, July 19 at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. Yingchow Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, July 22 at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on August 14, at ——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No 4, The Bund Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Hawai Maru Captain J. Kanao, will be despatched from on July 19, at ———Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, ————on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, 4047.

TAKAO (FORMOSA) via FOOCHW and KEELUNG.—The Steamer Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Yangtszepoo wharf on July 30, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

Vessels Loading

For River Ports

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung Capt. Wavell, will leave from the French Bund on Monday, July 16 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents Frenceh Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. Kiangfoo, Capt. A. S. Malcolm, will leave on Monday. night. For Freight or Passage apply to C.M.S. N. Co.

HANKOW & PORTS.—The Co.'s Tafoo Maur, Captain S. Hosokowa, will be despatched from pootung N.K.K. wharf on Monday, July 16, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen aKisha, No 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo tons 3,925 Capt. Findeison, will leave on Tuesday, July 17, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking Capt. E. Monkman, will leave on Tuesday, July 17 at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire Agents. Tel. No. 77.

HANKOW and PORTS.—The Co.'s Str. Nanyang Maru, Captain K. Takeshita, will be despatched from N.Y.K. wharf on Tuesday, July 17, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Wednesday, July 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Str. Luenyi Capt. Frazier, will leave from the French Bund on Friday, July 20 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Str. Ngankin Capt. Newcomb, will leave from the French Bund on Saturday, July 21 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TIENTSIN, DALNY and TSINGTAO.—The Steamer Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Pootung Wharf on July 15, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 8 p.m. on the previous day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, and 4047.

DIREN & NEWCHWANG.—The China Navigation Co.'s Str. Foochow Capt. C. R. Mecham, will leave on Sunday, July 15, at 7 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

CHINWANGTAO DIRECT.—The Kailan Mining Administration chartered s.s. Kiangping July 17. For Freight or Passage, apply to Agent, No. 1 Jinkee Road Tel. 319.

CHEFOO and TIENTSIN.—The Str. Hsinming, Capt. H. MacKenion, will leave on Tuesday, morning. For Freight or Passage apply to C.N.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking Captain Barkus will leave from the French Bund on Tusday, July 17, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO & TIENTSIN.—The Str. Daichi Maru, Capt. H. Ueda, will be despatched from the Co.'s Yangtszepoo wharf on July 21 at ------ The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ------ on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien Capt. Harris, will leave from the French Bund on Saturday, July 21 at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Str. Wenchow Capt, A. McDowell, will leave on Saturday, July 21 at daylight. For Freight or Passage, apply to Butterfield and Swire Agents. Tel. No. 77.

TSINGTAO TIENTSIN and DAIREN.—The Str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s pootung wharf on July 30, at ——— The steam-launch conveying pasengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. N. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

FOR HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents. 21-23 French Bund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

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Operating the new first-class steamers
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14,000 tons each

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VIA KOBE, YOKOHAMA AND HONOLULU.

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The most comfortable route to America and Europe

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S.S. "Venezuela"	Aug. 28, 1917
S.S. "Ecuador"	Sept. 15, 1917

SAILINGS FOR MANILA.

S.S. "Venezuela"	July 26, 1917
S.S. "Ecuador"	Aug. 25, 1917
S.S. "Colombia"	Sept. 22, 1917

(Subject to change)

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

The Safety and Comfort of Passengers our first consideration.

Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information re freight and passage, apply to

B. C. HAILE, Special representative.
ANDERSEN, MEYER & CO., LTD. Agents.
1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

			arr.	leave.
"HAWAII MARU"	(18,000 tons)	Capt. J. Kanao,	July 18,	19

(For Hongkong)

			arr.	leave.
"CHICAGO MARU"	(12,000 tons)	Capt. T. Saito,	Aug. 13,	14

CHINA COASTING LINE
For Tsingtau and Tientsin.

"DAICHI MARU"	(1,201 tons)	Capt. T. Kamiashi,	July 19	21

For Tsingtau, Tientsin and Dairen. arr. leave.

"KEELUNG MARU"	(1,569 tons)	Capt. T. Kamiashi,	July 28,	30

For Foochow, Keelung and Takao. arr. leave.

"KOHOKU MARU"	(2,610 tons)	Capt. K. Saito,	July 28,	30

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4067, 4234.

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To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway

EMPRESS OF ASIA EMPRESS OF RUSSIA
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Shanghai to Vancouver
THENCE
CANADIAN PACIFIC RAILWAY
VIA
GLACIER, FIELD, LAKE LOUISE, BANFF
Along the Fraser and Thomson River Canyons
Through the Selkirks and Canadian Rockies

Every facility of our office is at your disposal in planning trips, and we shall be pleased to quote fares to any point, and work out itineraries from starting point to destination.

For further information, sailings, etc., please apply to

G. M. Jackson, General Agent, Passenger Dept. Tel. No. 181 and 182.
Corner of Peking and Yuen Ming Yuen Roads Shanghai
L. E. N. RYAN, Agent.

T. K. K.

TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

SEMI-TROPICAL ROUTE.
To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

"KOREA MARU"	20,000 tons	July 19	"
"SIBERIA MARU"	18,000 "	July 30	"
"TENYO MARU"	22,000 "	Aug. 13	"

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine, and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokehama may be had on application to the purser.

T. N. ALEXANDER, *Agent*,
North China Insurance Co.'s Building.
Telephone No. 3229. (Entrance, 71 Szechuen Road).

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S.S. CHINA
(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
SEPT. 8, NOV. 19. JAN. 31

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
AUG. 26, NOV. 6. JAN. 17
G. J. PETROCELLI. FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD,
PHONE 4773. 4TH FLOOR

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW!

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Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via ports.
*(For Liverpool.)

	Tons		
*SUWA MARU	21,000	———	July 31
ATSUTA MARU	16,000	———	Aug. 5
*HITACHI MARU	12,500	———	Aug. 19

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and and Seattle, Wash.

INABA MARU	12,500	Capt. K. Higo,	July 21, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada.	Aug. 6
SADO MARU	12,500	Capt. K. Shinohe,	Aug. 28, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

HAKUAI MARU	5,000	Capt. K. Takano,	July 17
YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	July 21
OMI MARU	7,000	Capt. M. Machida,	July 24
CHIKUGO MARU	5,500	Capt. Y. Yui,	July 28
YAWATA MARU	7,000	Capt. K. Yasuhara,	July 31

KOBE TO SEATTLE.

TAMBA MARU	12,500	Capt. K. Akamatsu,	Aug. 3

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	July 12
KASUGA MARU	7,000	Capt. K. Yagiu,	July 19

FOR JAPAN.

ATSUTA MARU	16,000	———	July 13
INABA MARU	12,500	Capt. K. Higo,	July 21

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
NIKKO MARU	10,000	———	July 17, 1917
AKI MARU	12,500	———	Aug. 14, 1917
TANGO MARU	14,000	———	Sept. 18, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to Chnia and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0^00 — Midnight, 13^30 — 1^30 p.m.

September 1st, 1916, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2033	836	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2360	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	2300	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
725	1130	—	0	dep. Tientsin-East arr.	—	1705	1950	
725	1130	—	2.71	arr. Tientsin Central dep.	—	1655	1941	
745	1200	—	. .	dep. Tientsin-Central arr.	—	1631	1911	
1138	1500	—	78	dep. Tsangchow dep.	—	1332	1508	
1457	1748	—	148	dep. Techow dep.	—	1048	1168	
1801	2021	—	—	arr. Tsinanfu dep.	—	806	845	
7.	:		220	:		:	8.	
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812	
1039	2231	—	286	dep. Taianfu dep.	—	601	1542	
1300	038	—	. .	arr. Yenchowfu dep.	—	349	1311	
1315	048	—	318	dep. Yenchowfu arr.	—	339	1256	
1556	316	—	377	dep. Lincheng dep.	—	120	1032	
1816	450	—	—	arr. Hsuchowfu dep.	—	2338	810	
9.	:	—	420	:	—	:	10.	
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007	
1156	833	—	. .	arr. Pengpu dep.	—	1953	1442	
1208	840	—	523	dep. Pengpu arr.	—	1946	1432	
1657	1152	—	600	dep. Chuchow dep.	—	1648	928	
1848	1300	—	631	arr. Pukow dep.	—	1530	728	

Express 16 B. S.	Express 10 B.			Shanghai-Nanking Line			Express 1. B.	Express 15. B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .		1410	. .
2306	1420	. .	. .	dep. Nanking arr.	. .		1416	600
700	2120	. .	193	arr. Shanghai-North dep.	. .		755	2300

Yenchowfu Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line					
930	1330	2130	d. Yenchowfu a.	630	1250	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1456	2232	a. Tsiningchow d.	528	1125	1858	638	1219	1908	a. Tsochuang d.	708	1308	1958

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.06 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

PICTURES THE RUINS LEFT BY GERMANS

Destruction Of Orchards Mrs. William Astor Chanler Calls 'Refined Cruelty'

PRAISES SPIRIT OF FRANCE

British Organisation And Discipline She Declares Are 'Wonderful'

New York, June 18.—Mrs. William Astor Chanler, who has been diligent in war relief work with other well-known women of New York, has just returned from a five months' visit in France. At her home in East Nineteenth Street yesterday she gave a vivid picture of the scenes she had witnessed at the French and British fronts, and told of the joy that surged through France when this country entered the war, and of the terrible destructiveness of the Germans, the devastated fields, pillaged farms, and burned villages.

Mrs. Chanler was among those who, after the evacuation by the enemy, took clothing and food to the citizens of Noyon and toys for the children. She was also among the first civilians to visit the devastated regions around Pozieres and Bapaume, where hundreds of helmets and thousands of hand grenades and guns lay all about, and where, from the shell-torn earth, she picked up an English soldier's battered Prayer Book.

Mrs. Chanler went abroad in the interest of the French Heroes' Fund Committee, of which she is President, and to complete the arrangements for the construction and maintenance of a school for French orphan boys and a sanatorium for tubercular children, in connection with the Chateau Lafayette, the birthplace of the Marquis de Lafayette, which has been purchased by a group of prominent American men and women, to be converted into a Franco-American memorial museum and school. The chateau was obtained through the personal efforts of Mrs. Chanler and John Moffatt, Chairman of the Executive Committee of the fund.

Lauds Spirit of France

In speaking of the spirit of France, Mrs. Chanler said: "I found the French people unfaltering. Truly, they are the most intelligent, the most philosophical people in the world. With men dying by the thousands they are uncomplaining. The women are doing splendid work. And the fact that impressed me more than anything else was that with all the horrors of war there was so little suffering apparent.

"The entrance of the United States into the war came as a tremendous encouragement. Paris was a city of Stars and Stripes. All along the people seemed to feel that we didn't understand what they were fighting for, although they never criticised us. Now that this country has become allied with them in the common cause the mental and moral uplift can hardly be estimated.

"I spent about three weeks along the British front, in Northern France, and here I was struck by the wonderful organisation and discipline of the English. They do so much for their men. One night I attended an entertainment given for 600 men who had just come in from the front line trenches. They entered into the spirit of the occasion, and one forgot that war was so near. These men—English, Australians, Canadians, New Zealanders—don't know what fear is.

"Like the French, they bear no bitterness toward their enemies. There is no great 'hate' in their souls. After one has been among them and witnessed their quiet determination, you are proud to feel that you are an Anglo-Saxon.

"As to the devastated regions that I visited, the awful waste and desolation is almost inconceivable. In company with Mlle. Valentine Thomson and the Countess de Bondy, I visited the ransacked regions of Pozieres and Bapaume, where there was nothing but charred trees to mark a village site, and a level country made undulating by shellfire. We came across a place called the Cemetery of the Tanks. Here were the battered remains of ten tanks, their hulls looking like ships wrecked at sea.

"Thousands of hand grenades, many of them unexploded, were lying all about us. The officer escorting us would frequently exclaim: 'Look you! Don't touch!' as we walked among them. These unexploded grenades will prove a great menace to the farmers when they start to till the land, for many of them are buried deep under ground.

Children Eager For Toys

"In Noyon, where we distributed clothes and toys, the scenes enacted were most pathetic. The children, so long accustomed to the harrowing scenes of war, fairly went wild over the sight of toys. The Baroness de la Grange, formerly Miss Emily Sloane, in handing them out, had her hands scratched until they bled from the fingers of the children, snatching for the toys.

"Noyon was especially interesting then, for it had just been 'adopted' by a group of citizens of Washington, D. C., for reconstruction. On every side we heard the tragic story of the young girls who had been carried off by the enemy. The most refined cruelty of the Germans to my mind was in making the farmers cut down their own fruit trees and devastate their own land."

Regarding the Lafayette School, Mrs. Chanler said that the French authorities were giving it the most earnest support. Leon Bourgeois, M. Viviani, M. Briand, Gaston Thomson, the Minister of Commerce, and others were enthusiastic over its success.

"The boys will be taught English," Mrs. Chanler explained, "and will be brought to this country to study American methods and will carry back American ideas and blend them with their own. During the Summer instructors will be sent from this side, who will drill them in English literature and history, and baseball and football will be encouraged. There will be a model farm and dairy, and a dispensary with a nurse.

"The French seem anxious to learn to speak English. It is one of the great handicaps now in uniting England, America, and France. They feel as if they have been insolated in this respect."

'END POTSDAM GANG,' PLEADS DR. VAN DYKE

Former Minister To The Hague Occupies Old Pulpit In New York

New York, June 18.—The Rev. Dr. Henry Van Dyke, formerly Minister to The Hague, preached yesterday from his old pulpit at the Brick Presbyterian Church on the hypocrisy of the Kaiser, who referred familiarly to God while employing poison gas, and quoted from the Bible while sending airplanes to kill women and children. His was one of several patriotic sermons preached by clergymen yesterday.

"America must join with the others in ending the Potsdam gang," he said, "if the world is not to become a cage of wild beasts. The gang is against the laws of God. It is against the laws of all nations. It is using Christianity to bolster up a cause as infamous as men ever engaged in."

Dr. van Dyke started to preach from manuscript, but branched off into an extemporaneous excoriation of Germany and her methods of warfare. He repeatedly used the words "Potsdam Gang" in referring to the German junkers. He said that all the world knew who was responsible for the war, and that it was idle for the Kaiser and his officers to attempt to shift the blame. This attempt at evasion, he said, merely dug the German grace deeper and added to her shame.

"True American kindness brought America into the war," he said, "and it will keep us there until the war is won. Some people worry about Christians being in the war in view of the Sermon on the Mount, but I say there is no need for conscientious people to worry. When evil deeds are committed such as have been committed since 1914, the world guards must act, and they are right in acting. America in the war at this time is in the right place.

Another patriotic sermon was that preached by the Rev. Christian F. Reisner at Grace Methodist Episcopal Church. The sermon was in the interests of naval recruiting.

News Brevities

Judge and Mrs. Lobingier expect to leave next Saturday for a short visit in America. The Judge will attend the national convention of the American Bar Association of which he is a Vice President and which meets this year at Saratoga Springs, N.Y., as well as the National Conference of Commissioners on Uniform Laws of which he has been a member since 1908. The Far Eastern American Bar Association will be represented at Saratoga Springs by three delegates, Messrs. Austin of Peking and Fisher of Manila having also been appointed.

LAFAYETTE FLIERS PRACTICE ARCHERY

Sports Of American Aviators In France Include Quoits And Target Shooting

TWO LION CUBS THEIR PETS

Airmen Teach Tricks To 'Whisky' And 'Soda'—Officers And Men Fraternise

French Front, May 25, (Correspondence of The Associated Press).—Mediaeval archery with bows and arrows is one of the favorite sports of the American aviators of the Lafayette squadron during the hours when they are not flying over the German lines in search of German "birds." On their flying ground they have erected a target and many of them have become experts with the ancient weapon. They vary this sport with periods of target exercise with their machine guns, which they are called upon to use very frequently on their aerial hunting expeditions.

Often when they are flying at great heights and terrific speed they are pounced upon by German airmen who have managed to hide behind banks of clouds perhaps a thousand feet above them, or they themselves may have got the position of advantage, and then they plane down with a sudden swoop and pepper the enemy machine with bullets. They have been generally extremely successful in their expeditions as is proved by the big bag of thirty-two German victims of their flying and shooting skill. Others, also, they have sent crashing to earth, but so far behind the German lines that the fall could not be confirmed by observers in the French lines, and they have, therefore, not received credit for their achievements.

The French officers in charge of the squadron are sincerely proud of their American fighters, and it is remarkable to see how intimate are the terms on which the officers and men live when in camp. The fact that they are constantly facing death together accounts for much of this, but they also have learned to respect each other for their various qualities. There is no need to impose strict military rules, for, as the officer in command explained, discipline is absolutely spontaneous. All ranks join together at mess, and in their cantonments there is equal division of accommodation.

All Eager For Flights

When an expedition is to be undertaken everybody is eager to be included. The men are asked if their machines are all right, and a specified number are then told off to start at a certain hour. Others of them, however, always join in the flight, for all are ever eager for adventure.

The return of the expedition, usually set for a certain hour, finds the American airmen following one another rapidly to the aviation ground and landing within a few yards of the Stars and Stripes which has flown there ever since the United States decided to come into the war. There is no excitement. Each man gives his oral report of what he has observed on his flight, and notes are taken by the officer in charge. Then the airmen peel off their overalls and almost at once some game is on foot. It may be quoits played with horseshoes or perhaps football, or archery.

Some of them, however, pass much of their time in reading American magazines and newspapers when obtainable, which is not always possible. Others turn their attention to the squadron's mascots, of which there are several, including two lion cubs and a great sheepdog.

The lion cubs are immense favorites. The eldest of them, Whisky, is now more than a year old and has been with the squadron since last Fall. He is not at all vicious and knows every member of the squadron, all of whom teach him tricks. His chief companion is the sheepdog, with whom he occupies a kennel, and the two animals afford great fun with their antics. For the present the dog shows the strongest character and imposes his will on the lion. The smaller lion is only about 3 months old, and, although he is gradually becoming accustomed to his surroundings, he is somewhat more inclined to be savage than the older one. The junior has received the name of Soda.

The members of the Lafayette squadron are perfectly satisfied with their position as volunteers in the French Army, with which some of them have fought side by side almost since the beginning of the war. All of them began at the lowest rank, but have since won chevrons as corporals, sergeants, adjutants, or Lieutenants, in the same way as French aviators. They express some curiosity as to what their position will be when other American squadrons come across the Atlantic, as it is hoped they will do shortly.

Qualified as Squadron Leaders

A large proportion of these men, in the opinion of their officers, are well qualified to act as squadron leaders, and their experience gained in constant touch with actual battle conditions would prove of the greatest value to newcomers.

It was not known at the time of the correspondent's visit whether the Lafayette squadron was to be incorporated with the American Army or to retain its position as a volunteer unit of the French Army. For the present the American airmen retain they French sky-blue uniforms and the marks of their rank in the French Army in which they have gained their fame. They have won the esteem and admiration of their French comrades by their services, and they themselves are proud to have fought under the tricolor.

Mercier Urges Belgians To Stand For Vengeance Against German Wrongs

Belgian Prelate's Letter To Clergy, Which Aroused Europe; Denounces German Catholics Who Seek To Establish Friendly Relations With Invaded Nation's Priests

London, June 14.—Cardinal Mercier, one of the heroic figures of this war, has once more dared the wrath of Belgium's oppressors in a letter to his clergy, the circulatiin of which the German Governor of Belgium has sought by every means to suppress.

The World has been able to obtain a copy of the letter. In it the prelate deals vigorously with the movement by the German Catholic clergy to promote peace by appeals to their fellow churchmen in hostile as well as neutral lands.

Here are salient extracts from the document:

"Some Catholics abroad who have never found in their hearts a word of reprobation for the German Armies when they massacred the innocent inhabitants of Dinant, Virton, Andenne, Tamines, Aerschot and Louvain, when they shot our priests, set fire to our open towns and defenseless villages; who remained silent when the criminals were whitwashed and the victims transformed into culprits; who for three years have watched with folded arms, unseeing eyes and closed lips the martyrdom of a nation formerly their friend—these same Catholics today find heartening accents and compose hymns to Christian fraternity, to forgetfulness of the past and to brotherly peace.

"Some confused notions are in the air concerning our obligations of justice and charity toward the enemy of our country. It is a good opportunity to recall to our memory some few points of the doctrine of the great master of Christian philosophy and theology, St. Thomas Aquinas.

St. Thomas defines anger as a desire for vengeance. How should one judge it from a moral point of view? It may be a good or a bad answer to St. Thomas, it may be the cause either of an act or virtue or of sin, according to whether the avenging will is righteous or not.

When Vengeance Is Evil

"'The will to avenge evil,' he says, 'having respect to order and justice, this is a virtuous section. Thus to wish for the redress of a moral evil within the limits of right is to rebuke evil. It is a zealous and good action. But to have an unruly desire for vengeance, whether within the limits of law or not, having for its first object the punishment of the guilty rather than the repression of evil, this is an evil action. In this latter case, in fact, the suffering of your neighbor becomes the aim of your vengeance.'

"The application of these principles to the present situation is simple. The injustice of the violation of our territory is flagrant and is admitted by the authors of it. The contempt shown for our right from the first days of the invasion until now is undisputed. The repression of those iniquities is manifestly righteous, and for those who have the power it is a duty.

"To wish that this duty may be accomplished, that disorder shall be punished, that the authors of disorder shall be punished and reduced to impotence is to wish that an inoffensive people shall be able to live in peace, that the last word shall rest with the right, and to honor of the God of justice, to wish this with the full force of our will and with all the passionate ardor of which human nature is capable—this is to be true to our vows of justice, this a righteous action.

This Is Not Hatred

But this is hatred, you may say, and charity excludes hatred. But what is hatred? Is it not to wish evil for evil desire, to wish suffering for your neighbor merely that he may suffer and to let this suffering be the goal at which your desire dwells with pleasure? A disposition such as this would indeed be guilty.

"On the other hand, to wish physical evil to some one who has done wrong and remains obdurate, not as an aim in itself but as a means to further a moral aim, to wish that the guilty may suffer so that under the strain of suffering conversion may come to him—this is not hatred. It is, on the contrary, reasonable love. 'As I live,' saith the Lord God, 'I have no pleasure in the death of the wicked but that the wicked turn from his way and live.' We imitate our God. We do not wish our enemies to be excluded from Paradise. We wish them to become once more worth to enter into it. What would you say of a man who, under the pretext of gentleness, wished to abolish prisons and the penal code? The collective crime of a nation which violates the rights of another is incomparably more grievous than that of an individual whom society sends to the galleys or the guillotine.

What War Is To Him

"Let him who doubts the justice of his cause see in war only reasons for pity and horror—we understand him! But for us, war is the means to make honor respected, to make right triumph, and to re-establish on a height truth and the worship of God, who is truth.

"That is why war is so great and justifies so many sacrifices.

"Let us not then confuse hatred, a vice, with the spirit of righteous vengeance, a virtue. Hatred springs from the destructive instinct. Righteous vengeance springs from charity. Courage opens the way to her by banishing fear from the heart.

"The King, the Government, the people of Belgium knew this fortitude on the night of the 2nd of August, at midnight, when they defied the insolence of the military giant who had flung himself on them.

"Fear once banished, the righteous soul looks duty in the face. The wrong done to truth, to justice and to God becomes to her as a wrong if done to herself. The peril of her brothers is her peril. The flame of her twofold love of God and mankind burns high, the sacrifice of self is decided, anything rather than abdication and dishonor.

"And this great act of love was willed by the Belgian people. They remain faithful to it. Their tears, their strength, their fortune, their blood does not seem to them too high a price for the triumph of their right and the guarantee of their independence."

American Autos In New Zealand

(By Consul-General Alfred A. Winlow, Auckland)

The sale of motor cars, trucks, etc., in New Zealand has practically doubled during the past two years, and the 1917 outlook is promising, for there is plenty of money in the country, and a large increased number of machines is being made use of by the farmers and stock raisers in the Dominion. They are useful and economical, for they save much time, and time now means money to these people.

The increased imports of automobiles during the past three years by number and factory value are shown in statistics which include bodies and chassis separately for 1914 and 1915 and jointly for 1916; but these give a very poor idea of the real cost to the consumer in this country, since one American five-passenger touring car sells at port of arrival for $875; another five-passenger car of 35 horsepower at $1,640; a five-passenger eight-cylinder car at $1,605, a six-cylinder car at $2,116; a five-passenger eight-cylinder car at $3,771; and so on through the list.

American manufacturers have greatly increased their business here, while motor car imports from the United Kingdom have fallen off about 75 per cent and those of Canada have increased.

During 1916 there were 3,191 motorcycles imported in New Zealand, with splendid prospects for 1917.

Practically all the motor cars have been of the internal-combustion type, but electrics for city use in the more important centers should find a fair opening here, since the cost of benzine, gasoline, etc., is very high, and electricity comparatively reasonable. At Christchurch current for power purposes sells at 1 to 2 cents per unit, while at Auckland it ranges from 2 to 2 1-2 cents per unit. It would seem worth while to make an effort to open up this business for electric automobiles.

There should be a fairly good field here for motor trucks and motor delivery wagons. A few are in use now, but there ought to be room for many more.

Motor vehicles for road traffic, including motor cars and motor carriages, pay a duty of 10 per cent from the United Kingdom and possessions, and 20 per cent from all other countries; also a special war tax of 1 per cent which is collected on all imports.

Business and Official Notices

Special Notice to Mariners
No. 486.

China Sea.

Shanghai District—Yangtsze River

Confucius Channel—North Western Entrance.

Decreased depths found—Caution.

NOTICE is hereby given that decreased depths have been found at the north western entrance to the Confucius Channel, Yangtze River, between the Centaur Upper and the Actaeon Shoal Upper Buoys. The least depth so far recorded has been 24 feet at Low Water of Spring Tides.

So soon as possible the channel will be resounded and in the meantime the area concerned should be navigated with caution.

W. Ferd. Tyler,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 14th July, 1917.

FOR SALE
35 H. P. Darracq Car.

Strongly built chassis, can be used as a two ton delivery van, recently overhauled and in excellent order. For further particulars apply to the Auto Palace Co., 362 Avenue Joffre. Tel. West 465.

14473

Hongkong & Shanghai Banking Corporation.

SHANGHAI BRANCH

Notice is hereby given that the Register of Shares of the Corporation, at this Branch, will be closed from the 30th July to the 11th August, both days inclusive, during which period no transfer of shares can be effected.

By order of the Court of Directors,

A. STEPHEN
Manager.

Shanghai, 13th July, 1917.

14467

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from only the finest selec ed fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Business and Official Notices are Continued on Page 17

NOTICE TO MARINERS.
No. 641.
China Sea
Shanghai District.

Yangtze River—South Channel Entrance.

Further information regarding the Wreck of the S. S. "Shaohsing".

Wreck Marking Buoys placed in position.

Referring to Notice to Mariners No. 640, NOTICE is hereby given that the position of the Wreck of the S.S. "Shaohsing" is now as follows:—

From the Wreck the Tungsha Lightvessel bears N. 43¼0 W., magnetic, distant 3.05 miles.

The two Green Wreck Marking Buoys have been placed in position. One of these Buoys is moored at a distance of 7½ cables N. 48° W., magnetic, from the Wreck, and the other Buoy is moored at a distance of 7½ cables S. 48° E., magnetic from the Wreck. The characteristics of these two Buoys and the lights which they exhibit are as previously notified.

By Order of the Inspector General of Customs,

W. Ferd. Tyler,
Coast Inspector.

THE MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 14th July, 1917.

14482

NOTICE

The undersigned begs to give notice that from this date all his legal business will be transacted during office hours at his law offices, No. 1 Soochow Road, and after office hours by appointment at his residence, No. 289 Ave. Joffre. Telephone 4161.

TIAM H. FRANKING,
Attorney & Counsellor at law.

July 10, 1917.

MUNICIPAL NOTIFICATION
No. 2452.

Thomas Hanbury School for Boys

THE Council is prepared to received applications for the post of Resident Assistant Master at the Thomas Hanbury School for Boys. Pay Tls. 140, Tls. 165 and Tls. 190 per mensem: board and quarters are provided.

Candidates should be trained and possess a certificate of the British Board of Education, and should be able to take up the usual form work and to specialise in Mathematics or Chemistry.

Applications should state age, qualifications, experience, etc., and should be forwarded, together with copies of testimonials and certificates, to the undersigned forthwith.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, July 12, 1917.

14474

SHIGA & CO,
1262, SEWARD RD
TEL. 4748
Repaired

JUST ARRIVED

MEUX'S STOUT

In excellent condition

GARNER, QUELCH & CO.
Wine Merchants
Tel. Central 2021

The Shanghai Dock and Engineering Company, Limited

THE 11th Annual General Meeting of the Shareholders of the Shanghai Dock and Engineering Co., Ltd. will be held at the Head Office, No. 26 Broadway, Hongkew, on Friday, 27th July, 1917, at 5 o'clock p.m. when the Directors' Report and Statement of Accounts for the year ended April 30, 1917, will be presented.

The Transfer Books of the Company will be closed from July 19th to July 27th, both dates inclusive.

By Order of the Board of Directors.

JAS. H. OSBORNE,
Secretary.

14472

Shanghai Nanking Railway
Shanghai Hangchow Ningpo Railway

NOTICE.

The undersigned has handed over charge of his Office to Mr. C. P. Yin, Acting Managing Director, as from the 13th instant.

CHOW WAN PANG.

Shanghai, July 13th, 1917.

14468

Shanghai Nanking Railway
Shanghai Hangchow Ningpo Railway

NOTICE.

The undersigned having been appointed Acting Managing Director of the above two Railways has this day taken over charge of the duties of his office.

C. P. YIN,

Shanghai, July 13th, 1917.

14469

When you think of China's Richest Province, Think of Szechuen, and you will also Think of

WIDLER & CO.,

Chungking, West China.

Born 1915—Still Existing

RING UP **3809**

for a comfortable 5-passenger car

PER HOUR **$4.00** PER HOUR

CENTRAL GARAGE CO., LTD.
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ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

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Contractors to Governments, Municipalities, Railways, Tramways, etc.

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Underwoods
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L. C. Smiths
$90 to $150
Selected Machines for Schools $70 to $90

THE OFFICE APPLIANCE CO.
Tel. 4778 4 Canton Rd., Shanghai. Tel. 4778

SUMMER SUITS
Hand-tailored, American Styles for hottest weather.
White Serge, Shantung Silk, White Drill, Fiannels
Hard Woven, Hard Wearing Material.
Thom Shing, Tailor
G19 Tiendong Road, near Broadway.

All Strangers to You!

How many people do YOU number among your friends and acquaintances?

How many could you reach in a hurry—by mail, phone or personal call?

The number is insignificant—PRACTICALLY NOTHING—when compared with the thousands who live here.

Yet there is a way of getting in touch with men and women you never saw—whose NAMES, OCCUPATIONS, RESIDENCE, NEEDS you know absolutely nothing about.

It is through THE CHINA PRESS WANT ADS. A few lines under the different classifications on the want pages, such as "Situations Vacant" "For Sale," "Lost and Found," etc, reach just the people you want to reach. This is demonstrated day after day to all who use THE CHINA PRESS want ads.

The China Press Want Ads Are Read by Thousands

HOUSES WANTED

WANTED by an American couple, small housekeeping flat, unfurnished, in or near Settlement. Apply to Box 317, THE CHINA PRESS.

14476 J.18.

WANTED, in Jessfield or Western district, unfurnished house with about six rooms, bathrooms, etc., and good sized garden. Particulars to W. A. Argent, Mackenzie & Co., Ltd., 7A Canton Road.

14478 J.18.

WANTED, a small house, from September 1st or 15th, in the vicinity of the Boy's Public School, North Szechuen Road. State accommodation and terms, to Box 315, THE CHINA PRESS.

14466 J.21.

APARTMENTS WANTED

TWO gentlemen desire permanent lodgings in Quinsan or Boone Roads. Apply to Box 323, THE CHINA PRESS.

14484 J.15.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements petitions, letters, legal documents advertisements, and commercial documents etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.
Tel. 3482

9401

Nos. 8 & 11 Quinsan Gardens
FACING PARK
A large sitting room with Bedroom and Bath room attached, suitable for a married couple
Phone 1946

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior, furnished, large and smaller bed-sitting-rooms, facing south; large verandahs and bathrooms attached; garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

14485

TO LET, one single well-furnished bedroom, in select boarding house, Central, lift and 'phone. Apply to Box 300, THE CHINA PRESS.

14428

TO LET, Central, near Bund, a very cheerful cool large south bedroom. Excellent board and service, lift and 'phone, very reasonable terms. Apply to Box 301, THE CHINA PRESS.

14426

SITUATIONS WANTED

POSITION either as clerk or assistant-bookkeeper wanted by one who has had five years' experience in accounts. Correspondence, typewriting, shipping and general office work. Immediate engagement. Good references. Please apply to Box 316, THE CHINA PRESS.

14475 J.15

YOUNG MAN (British), one year's experience, knowledge of Chinese (Shanghai dialect), understands shipping and office routine. Salary no object. Apply to Box 312, THE CHINA PRESS.

14462 J.17.

A Chinese gentleman wishes to do typewriting work at home after office hours. Charges per foolscap 35 cents for original and 10 cents for duplicate. Apply to Box 314, THE CHINA PRESS.

14465 J.17.

ADVERTISER (Allied nationality), having large experience in banking, import and export business, is open for engagement in bank or mercantile firm. A1 reference. Apply to Box 311, THE CHINA PRESS.

14456 J.15.

OFFICE MAN of experience holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence. I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

1413•

SITUATION VACANT

WANTED: Experienced Chinese, with good business and family connections, for law office. Reply, with particulars, to Box 318, THE CHINA PRESS.

14477

WANTED, experienced fire insurance assistant. Apply in writing, stating qualifications and salary required, to the North China Insurance Company, Limited, 7 Kiukiang Road.

14451 J.15.

WANTED a smart young lady for a general outfitting store; one with some ability. Replies, stating age, experience and salary expected (not fancy), to Box 309, THE CHINA PRESS.

14454 J.15.

ADVERTISER requires the services of a young man, Eurasian or Portuguese, for a gentlemen's outfitting store; must possess excellent credentials and thoroughly recommended. Replies stating age, qualifications and salary expected, to Box 310, THE CHINA PRESS.

14454 J.15.

WANTED by foreign firm, an experienced Chinese salesman; one who can visit any part of China if necessary; he must be a fluent talker in Chinese as well as English; none but men of exceptional ability need apply, to Box 308, THE CHINA PRESS. Good salary to the right man.

14447 J.15.

WANTED: Competent well-connected Chinese, from 30 to 40 years old, who has Tls. 5,000, to act as Compradore of established wholesale business under American management. Good pay and prospects. Apply to Box 302, THE CHINA PRESS, for appointment.

14427

OFFICES TO LET

TO LET: Commodious ground-floor office, practically on the Bund. Apply to Box 319, THE CHINA PRESS.

14479 J.17.

OFFICES WANTED

OFFICES WANTED: Centrally located, light and roomy, moderate rental, early possession. State full particulars and location to Box 322, THE CHINA PRESS.

14481 J.15.

HOUSES TO LET

TO LET: No. 6 Wayside Road. Tls. 50 per month. Apply to China Realty Co., Ltd.

14446

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

14350

GODOWNS WANTED

WANTED, from August 1st, a small godown; must be light. State floor area and rental required to Box 293, THE CHINA PRESS.

14491 J.15.

Exchange and Mart

ABOUT 150 Victor records, almost new and including records by Caruso and other well-known Victor artistes; accept half price. Apply to Box 321, THE CHINA PRESS.

14480 J.15.

FOR SALE, two-cylinder, 12 h.p. boat motor, 16-inch propeller, magneto, Mex. $225. 16-inch reversible propeller and 10 ft. shaft $100 One chain hoist. 800 pounds American putty. Write T. M. Wilkinson & Co., Foochow, China.

14092

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

14351

POINTER PUP, male, 8 months old, price 40 dollars. Sire, pure blood English pointer (imported); Dam, believed to be pure-bred German pointer. Pup and parents can be seen at Fou Foong Flour Mill on Soochow Creek, East of Gordon and North of Robinson Road.

14461 J.15.

AUTOGRAPH Vest-pocket "Kodak" amastigmatic lens, brand-new, for $20.00. Apply to Box 320, THE CHINA PRESS.

14480 J.15.

FOR SALE: Studebaker, 7-seater car, nearly new, in perfect condition. Apply to Box 303, THE CHINA PRESS.

14428 J.15.

Magazine and Automobile Section of The China Press, Sunday, July 15, 1917

"My Husband—Right or Wrong!"

Mrs. Hyde, Who Saved Her Husband After a Jury Convicted Him of Murder, Explains Why She Believes a Wife Must Stand by Her Mate Without Question Though All the World Be Against Him

IS a wife's first and unchangeable duty to her husband?

Does she, when she plights her troth at the marriage altar, make an unbreakable vow to say "until death do us part my husband can do no wrong?"

Or is her first and unchangeable duty to the community—to the upholding of the law? Shall she cast her husband aside if society says he is a criminal, if a jury convicts him, if the weight of the evidence is against him, and accept the verdict of the majority?

Should she say:

"It is a wife's duty not to question her husband, but to believe what he says. I do not ask if he is a murderer—I have no right to ask that question. No matter what he is, he is my husband, and whatever I have—life or money—belongs to him."

These are the exact words of the wife of Dr. B. Clark Hyde, of Kansas City, accused of three murders and on trial for his life for seven years. The State has just dismissed the indictments against him, unable to convict him because of the loyalty, money and efforts of this woman, his wife, who said:

"It is not a question with me as to his guilt or innocence. It is just the question of a wife's duty. What he is, I am. We were made one on our wedding day."

In living up to her creed Mrs. Hyde sacrificed her fortune and the affection of her relatives and friends.

In October, 1909, James Moss Hunton, a brother of Colonel Thomas H. Swope, multimillionaire philanthropist of Kansas City and one of the heirs to the vast Swope fortune, died suddenly. His physician was Dr. B. Clark Hyde, who had married the daughter of Logan Swope, a brother of Colonel Swope.

This death was the first in a series which caused the prosecution of Dr. Hyde on many indictments for murder during a period of seven years at a cost of a million dollars. The State of Missouri, through the District Attorney of Kansas City, accused Dr. Hyde of murdering members of the Swope family, so that the Swope millions would fall to his wife, the only heir left.

Within a month after the death of Hunton, Colonel Swope himself was stricken suddenly and died. Within another month Chrisman Swope, a son of Colonel Swope, died mysteriously. In both cases Dr. Hyde was the physician, a permanent guest with his wife in the Swope home. Then, in quick succession, all the other heirs of the great Swope estate became victims of typhoid fever. Dr. Hyde attended all of them.

Suspicion was directed at Dr. Hyde when Mrs. Logan Swope, mother of his wife and one of the principal heirs to the Swope millions, was stricken over night and in another residence. Secretly the bodies of the three who had died were exhumed, and their examination caused a coroner's jury to declare that Dr. Hyde had been guilty of deliberate murder.

Then the West was startled by the magnitude of the charges hurled against the young physician. Nurses, attendant physicians, servants—all added bits of narrative from which the State pieced its declaration that Dr. Hyde had planned to remove every heir to the Swope fortune, after disposing of Colonel Swope himself, so that his young wife, the millionaire's favorite niece, might inherit the major portion of the estate. He plotted, said the State, to remove not only the sisters and brothers of his wife, but her mother as well.

So seemingly incontestable was the chain of evidence presented by the State that the public believed the charges. In the minds of the Swope family there was no doubt. Yet, when they asked Mrs. Hyde to desert her husband, and laid before her the evidence upon which they based their belief that he had intended to kill her mother, Mrs. Hyde was immoveable.

"But I am his wife," she said, "no matter what is said against him—I promised to love and honor him—I vowed it at the altar—and I cannot break that vow." And she never did.

When her mother, sisters, brothers and girlhood chums sought to argue with her she closed her door on them. When her mother was turned away from her home she collapsed and was near death for many weeks, but when she recovered she announced that until her mother would take her husband's hand she could never take hers.

Mrs. Hyde had inherited her portion of the Swope estate—$300,000. The whole of this she immediately put at the disposal of her husband's attorneys.

On the witness stand it was shown that, besides those who died, there were nine victims of typhoid in the Swope family and that Colonel Swope and his brother had died from slow cyanide poisoning. To the first jury the proof of Dr. Hyde's guilt was conclusive. It gave a verdict of guilty, and a sentence to serve ninety-nine years in the penitentiary was pronounced.

Even then the wife's faith did not waver. "I do not ask if he is guilty," she declared. "I am his wife and I know my love and trust will save him."

The Supreme Court reversed the lower court and granted another trial, but this was interrupted by a juror who fled. When he was captured he was disqualified and a new trial was ordered. At the third trial the jury disagreed.

Against the fortune of Mrs. Hyde the State pitted its whole resources and accepted from Mrs. Hyde's mother $300,000 to help pay the expenses of the prosecution. To re-enforce the mother's contribution civic societies and capitalists contributed many thousands of dollars.

When Missouri sent to New York for toxicologists it found that sixty-seven of the foremost poison experts had been engaged by Mrs. Hyde.

The State's principal witness died suddenly a few days before he was to be called to tell what the State has always claimed would have convicted Dr. Hyde. A nurse, whose story was important, died in the midst of her testimony. A juror became insane at the end of one trial. A trial judge was taken to a sanatorium. One of the attorneys collapsed in the court room and never recovered.

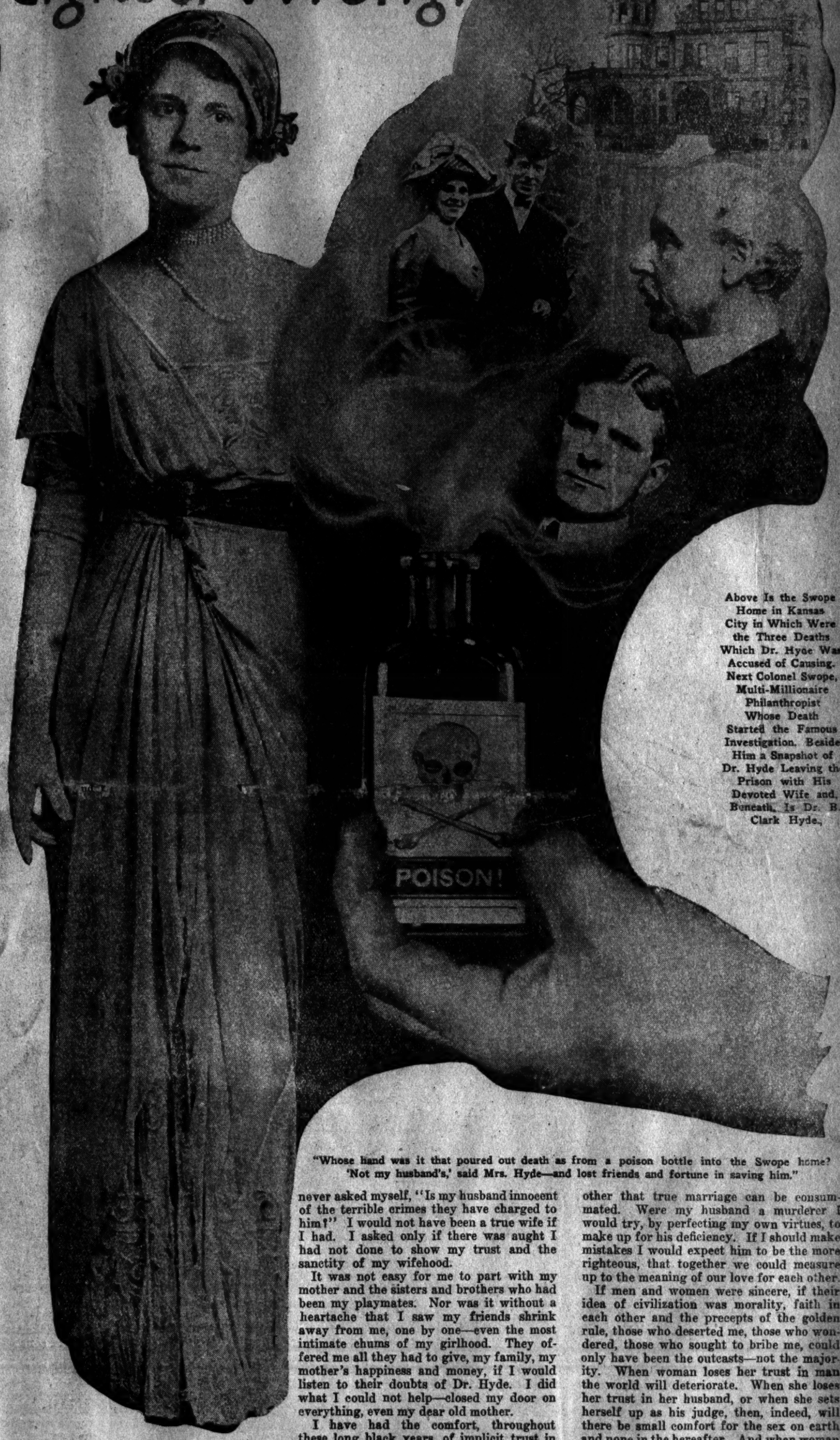
Each night, for many months, Mrs. Hyde kept vigil with her husband's attorneys at their council board.

Throughout seven long years she had none of the comfort of friends or relatives. From her costly mansion she had gone into a modest house that there might be more money for her husband's defense.

And when the State of Missouri dismissed the case against Dr. Hyde the District Attorney stood up in court and said

"We cannot keep up the fight against this woman. Her faith has tied our hands, despite our evidence against her husband."

Mrs. Hyde smiled and, stretching her arm across the counsel table, clasped her husband's hand.



Above Is the Swope Home in Kansas City in Which Were the Three Deaths Which Dr. Hyde Was Accused of Causing. Next Colonel Swope, Multi-Millionaire Philanthropist Whose Death Started the Famous Investigation. Beside Him a Snapshot of Dr. Hyde Leaving the Prison with His Devoted Wife and, Beneath, Is Dr. B. Clark Hyde.

"Whose hand was it that poured out death as from a poison bottle into the Swope home? 'Not my husband's,' said Mrs. Hyde—and lost friends and fortune in saving him."

Mrs. B. Clark Hyde Who Pitted Her Fortune Against Her Mother's and the State of Missouri and Saved Her Husband, Although She Lost Everything Else a Woman Holds Dear—"Because," She Says, "That Was My Duty as a Wife."

"Why I Gave Up All to Save Him"

By Mrs. B. Clark Hyde

EIGHT years ago Kansas City society asked of me, "Will you stand by your husband?" I answered, "I am his wife."

Each succeeding year the same question was asked of me, and I could find no other answer. To me it was one of the wonders of the age—that my friends, men and women with whom I was raised from childhood, should have asked me that; that they should have doubted. The bond which ties a woman to her husband cannot be qualified by suspicion of murder; the good opinion of the world at large or the sincerity of her friendships—not even by her family ties. I knew my husband was innocent, but had I known him the cruelest murderer in history I still would have been his wife—and all that I had, even life itself, would have remained at his service.

When the clouds gathered darkest about me—when it seemed as if all the forces of nature were in conspiracy against me, tempting me to doubt—I looked back to the time I stood at the altar and vowed myself to the man who was that day joined to me as husband. I did not promise, that day, to love him only while the sun shone. I did not promise to be his helpmeet only when he did not need one. I promised to love him forever, and love means sacrifice.

To desert one's country is treason. They tell us we must not even ask if our country is right or wrong—we must be loyal, even if we must be blind. That is merely patriotism—and a woman's love, it seems to me, is the one thing greater even than patriotism. It is more than a creed. It is her soul. I never asked myself, "Is my husband innocent of the terrible crimes they have charged to him?" I would not have been a true wife if I had. I asked only if there was aught I had not done to show my trust and the sanctity of my wifehood.

It was not easy for me to part with my mother and the sisters and brothers who had been my playmates. Nor was it without a heartache that I saw my friends shrink away from me, one by one—even the most intimate chums of my girlhood. They offered me all they had to give, my family, my mother's happiness and money, if I would listen to their doubts of Dr. Hyde. I did what I could not help—closed my door on everything, even my dear old mother.

I have had the comfort, throughout these long black years, of implicit trust in the outcome. Even when my husband was torn from me and taken to a jail cell, sentenced to serve ninety-nine years in the penitentiary, I felt as if there must be a way out—a vindication of my faith. And now I know I was justified.

I do not believe, during his three trials or during the many intervening months, that Dr. Hyde ever asked me if I believed in him. He knew me too well. Together we have wondered at the chagrin of those who were once our friends at my constancy. It has even amused us. He knew as well as I that mere man-made evidence of his guilt could never destroy my confidence in him.

I have no patience with the wife who can find fault with the man to whom she joins her body and soul. What is lacking in him she herself should supply. That which she needs, in courage, ideals or trust, he should furnish. It is only by giving to the other that true marriage can be consummated. Were my husband a murderer I would try, by perfecting my own virtues, to make up for his deficiency. If I should make mistakes I would expect him to be the more righteous, that together we could measure up to the meaning of our love for each other.

If men and women were sincere, if their idea of civilization was morality, faith in each other and the precepts of the golden rule, those who deserted me, those who wondered, those who sought to bribe me, could only have been the outcasts—not the majority. When woman loses her trust in man the world will deteriorate. When she loses her trust in her husband, or when she sets herself up as his judge, then, indeed, will there be small comfort for the sex on earth and none in the hereafter. And when woman has thus cheapened herself, what influence is there left to prevent men from reverting to their original lustful savagery?

Whatever may have been my sacrifices, and they were many, I have my husband—that is my recompense. He can find no fault with my conduct during the time the clouds hung around him. His friends may have deserted him, and even his relatives, but through all his trouble I was there for him to lean on. It is my greatest comfort now to know that without me to help him, and what I could offer in the way of money for his defense, he might have been a victim of vindictive law. The wife who would have questioned, or suspected, or believed evidence that may have seemed conclusive to others would be unfit to bear her title. Now we shall start all over again. I have found out that there is no one else but ourselves worth while, so we shall start alone.

3 "Mystery" Costumes By Lady Duff-Gordon

The New Veilings on Dress and Headdress That Add to Woman's "Inscrutable Allure"

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

This Evening Costume, With Its Unique "Mystery" Headdress, Suggests the Veiled Beauties of the Far East

By Lady Duff-Gordon *("Lucile")*

A POET has said that the charm of woman is her mystery. I cherish the opinion that the truth applies to gowns.

I have known women whose allure was indescribable until it occurred to an analyst that its secret was their inscrutability. Woman is unlike a book in that her unreadableness is her charm. So long as you are a riddle to your lover you will hold his otherwise errant affections—in other and common phrase, "keep him guessing."

I try to introduce into every gown of my creation the element of mystery. Some commentator on dress described my creations as "keep them guessing gowns." I was rather pleased with the classification, for it is my conviction that as a woman loses her charm when she is too obvious, so does a costume.

Evening and morning furnish mysteries of color. The changing and never repeated blend of pinks and grays in dawn, of gold and crimson in sunset is a chromatic mystery. These miracles of nature have suggested to me many exquisite combinations of color.

I have collected on this page three of my creations, the keynote of which is mystery. The apparel of the largest figure suggests, you see, the veiled beauties of the Far East. The wrap has the voluminouc fulness, the munificence of the mantles in which harem beauties envelop themselves. The gown beneath is built of three diverse yet harmonizing shades of chiffon, with horizontal metallic trimmings. The helmet like gauze headdress is an adaptation of the veil of the East.

For the dinner robe there is the fascination of Greek outlines combined with such a veil as Cleopatra might have worn.

I build my mystery gowns upon a foundation of chiffon or crepe.

An Afternoon Gown That Has a Touch of Mysticism, Conveyed by Veil-Like Fabrics

There Is in This Dinner Robe the Fascination of Greek Outlines Combined with Such a Veil as Cleopatra Might Have Worn

AUTOMOBILES

SHANGHAI, SUNDAY, JULY 15, 1917

MOTOR TRAFFIC DENSE ON FRENCH WAR FRONT

Said To Be As Heavy As That In Biggest Cities Over Wide Area

"In the long run, the automotive products of this country, including motor trucks and cars, aircraft, watercraft and tractors, are going to the war," says the Society of Automotive Engineers, and points out the growing importance of such equipment in these words:

"The number of vehicles in daily use for martial purposes is astounding. We are told that the density of traffic on Fifth Avenue is equaled, if not actually surpassed, by that which exists over a wide area on the French front. This traffic includes passenger cars, ambulances, quartermaster trucks, ammunition trucks, artillery tractors, special apparatus for engineer and signal corps, motor cycles, and half a dozen other types of vehicle in lesser number. In addition, as many as a thousand airplanes are in action at a time. Meanwhile, the farm tractor is tilling the ground for the raising of crops, and submarine chasers are being run at express speed in search for submarine boats which are also propelled in part by internal-combustion engines. 'Tanks' are playing a most important role in offensive tactics. Thus on every hand is seen the indispensableness of automotive productions in the prosecution of the war.

"Passenger cars make it possible for officers of the line to keep in much closer touch with operations and with each other than was formerly the case, the officers being transported in such comfort that the great physical strain of getting about has been reduced tremendously and their energies conserved for more efficient handling of the tactical problems than was possible formerly.

"The existence of vast fleets of quartermaster trucks insures that the soldiers will be better fed, more comfortably equipped, and much more quickly transported than was possible with animal-drawn vehicles. The S. A. E. engineers have cooperated with the War Department in producing a set of specifications for military trucks which will result in a product superior in point of reliability and ability to that which has been furnished to any of the foreign Governments.

"The great test of the automobile industry will come in connection with the manufacture of airplane engines. These require excessively close limits in manufacture exceptionally good material, accurately heat treated, and a veritable army of inspectors to check over the various parts that will be used. The very large number of men that will carry this program forward will have to be recruited from the ranks of the automobile manufacturers. There are practically ten skilled mechanics in the flying service to one pilot, to say nothing of the army which will be required in the factories for turning out engines and planes, in the first instance, and in the repair bases for keeping the equipment in shape. The automobile manufacturer has answered and will answer practically every demand made upon him."

Saxon Trail Blazer Half Over Boundary

Practically half of the distance around the boundary of the United States has been completed by the Saxon Four roadster, trail blazer for the National Boundary Highway. In a little more than three months the car has gone from Washington southward along the rim of the country and west to the Pacific, where it turned north again.

At present the car is somewhere between San Francisco and the Canadian boundary line and is taking advantage of the season to make splendid time over the coast roadways. When the trip was started at inauguration time, it was estimated that five months would see the completion of the journey and unless summer rains impede the progress of the trail blazer, it will be able to complete the trip on scheduled time.

The hardest part of the journey has been completed. The spring freshets were encountered in the South and Southwest, where road conditions are bad and there were days when the car made only a few miles.

Reports from the trail blazer indicate an unusual interest along the route in the projected National Boundary Highway. The idea of a motor path along the border as a road for long distance motorists, who have exhausted the possibilities of the established transcontinental routes, has appealed to a great many. The points of historical interest and the variety of scenery and climate along the way are different from any other route and offer the motorist a splendid touring road.

Buick Travel Talks -:- The Axle Factory

The Weston-Mott axle company has just been merged with the Buick Motor Company, which means the addition of another mammoth factory unit to the Buick plant. Moreover, an even closer working arrangement will be insured for the future between the Buick engineers and those men whose ability and experience have built up the prestige of the Weston-Mott Company.

The Buick Motor Company is peculiarly adapted to a consolidation of this kind, because it is composed of a series of units, or complete factories, each building a particular assembly for Buick cars and each having its own management. This new unit has, therefore, melted into the organization without the slightest confusion or interruption.

Under the new arrangement Mr. H. H Bassett became assistant general manager of the Buick Motor Company, under Mr. Walter P. Chrysler, general manager. Mr. Bassett is the man whose hand has been on the helm of the Weston-Mott destinies for many years, and the Buick Motor Company welcomed the opportunity of adding his name to its list of executives. He is admirably fitted for his new duties, because of his intimate knowledge of the motor car business.

The big axle plant consists of eight modern factor buildings, with a total floor space of 448,200 square feet. Factories number 1, 2, 3 and 8 are used for the manufacture of rear axles. Hubs, brake drums and rims are made in factory number 4. Factory number 5 is devoted entirely to the building of front axles. Factory number 6 furnishes heat and compressed air for the whole plant, while the heat-treating ovens and galvanising department occupy factory number 7. The present capacity of the plant is 1,000 sets of axles per day.

The axle plant is already connected with the Buick system of yard railroad tracks, with the proper loading platforms. This does away with handling the material with teams and trucks, as it is unloaded directly from the freight cars.

An immense addition, almost doubling the size of the big axle plant, is now nearly completed, which will provide additional manufacturing space for present and future requirements.

For many years the Weston-Mott Company has been building front and rear axles for Buick cars. It has kept pace with the rapidly increasing demand for Buick axles and its uniformly high-grade product has been no small asset to the Buick Company. The fusion of the two companies is bound to reflect itself in the Buick product. Anybody who is at all familiar with the automobile business knows that the Weston-Mott Company has been one of the world's leading axle manufacturers practically from the inception of the automobile industry.

The equipment of the factory buildings is ideally suited to the manufacture of axles. One of the most interesting features as the visitor enters the plant is the elaborate conveyer system that has been worked out for the particular needs of this factory. Instead of laying partly finished parts on the floor and waiting for somebody to come along and cart them away, they are placed on a mechanical conveyer that carries them aong to the workman performing the next operation and are automatically dropped into a hopper. The floor plan is laid out in such a manner that these parts, as they progress from one operation to another, make their way toward the point where the actual assembly of the axles is begun, and are laid down, finished, ready for the assemblers, without the expense or delay of re-handling once during the trip. The conveyers employed are of various kinds—some of them sliding the parts along on rollers by gravity, while others are variations of the endless belt type.

The assembly is accomplished on a floor track that divides three ways, permitting three lines of workmen side by side. Along this track move the assembly stands, mounted on wheels. Each workman or pair of workmen perform a single operation and the truck moves along to the next stop, a few feet away, where the next operation is performed. In this manner the axle is not once removed from the assembly stand, nor does the stand leave the track, until the axle is entirely completed. It is then lifted from the stand by a pneumatic hoisting device and placed on the testing machine before being finally inspected. At this point the three tracks merge into one again and the string of finished axles switches on to this track and files out to the loading platform.

The raw material, upon arrival at the factory, is first turned over to the "rough inspection" department, where it is checked to see that it comes up to the engineering department's specifications in every particular. In the case of specification steels and metals, samples are taken from each shipment and sent to the chemical and physical laboratories to be tested. Chemical analysis is used to see that the specifications have been followed in regard to formulæ, while powerful machines are employed to test the tensile and torsional strength of steels. After passing the rough inspection the raw material is taken from the warehouse as needed and placed in bins in the manufacturing departments. These stock bins are arranged in long rows in such a manner that the stock is readily accessible from the machines where the work is being done, which of course eliminates any unnecessary handling.

As will be seen from the description of the conveyer system, the progressive method is followed throughout the plant. A great deal of thought has been given to time-saving machines, tools, jigs and fixtures, by means of which the operators become unusually skillful and rapid. The differential carrier that supports the differential assembly in place, in the rear axle housing would be a rather complicated piece of work if done on separate machines, and the percentage of scrap would be much higher than under the present method. After the faces have been milled off and the holes all drilled in one operation by a multiple spindle drilling machine, the carrier is put in a jig that moves on a stationary track. This jig holds the carrier rigidly in exactly the right position and makes it possible for six machines to operate on the carrier in succession without once being removed from the jig. The first machine does the rough boring, the next the finish boring, the next countersinks the hole and the next three cut the threads for the adjusting nuts. All these operations, call for the utmost accuracy on account of the delicacy of the differential adjustments.

Turret lathes are also liberally used wherever possible, to save time in re-handling the material between different operations.

A turret lathe is one that holds the work fast in a rotating chuck, the tools being held in a revolving turret. These machines are semi-automatic, and as soon as one tool has finished its work the turret makes a partial revolution, bringing another tool to play on the work. Five or six operations can therefore be done on a part without removing it from the lathe, and the utmost accuracy is assured.

The multiple spindle drills referred to are made possible by the use of universal joints to drive the drills, so that a number of drills can be operated at once. The work is placed in a jig and a plate securely fastened over it. In this plate are holes corresponding to the holes required in the part. When the drilling machine is operated the points of the drills enter these holes, which act as guides, insuring accuracy and speedy work. It is thus possible to drill all holes in a given part at once.

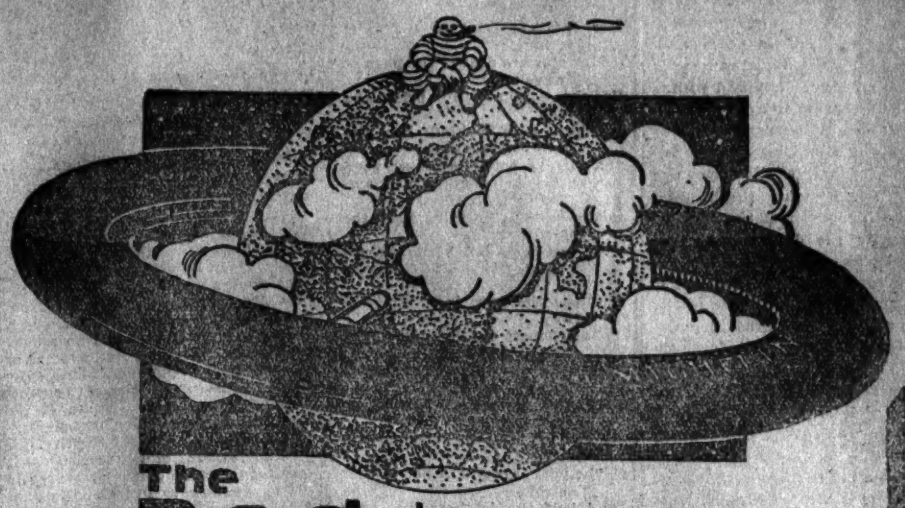
A great deal of automatic machinery is used in the manufacture of small parts, and much other specially designed machinery is used throughout the plant. Such a machine is the electric welding machine that welds the cams on the brake cam shafts. The parts are put into the machine and the workman throws the lever. Instantly the electric current sends a shower of sparks in all directions, making the operation as spectacular as it is quick and effective.

The inspections of workmanship and material as the work progresses are systematic and accurate, and insure that all parts are being correctly made with reference to the others and to the work that will be required of them in service.

The Weston-Mott organisation came to the Buick organisation at the very zenith of its career. It had established an enviable reputation throughout the automobile industry and its products commanded respect wherever they were used. Now that it is a part of the mammoth Buick factories, plans are rapidly being completed for enlarging the factory to take care of increased production. Building number 8, previously referred to, is just being occupied. It is a fine example of modern factory architecture, of metal construction with glass sides and saw tooth roof, 525 feet long and 168 feet wide. Several of the rear axle departments are being moved into it, including the rough grinding department, gear case, pinion flange, spring seat, lever, brake spider and yoke departments. Practically all of the castings that are used on rear axles will be machined in this buildings, together with housings, tubings and all pressed steel.

GASOLINE SUBSTITUTE?

Automobilists are once more excited about a cheap substitute for gasoline. This time it is a cloudy white instead of a mysterious green color, and costs 10 cents a gallon instead of 25 cents a barrel. The latter figure was the one quoted on the mysterious green fluid which Henry Ford investigated here more than a year ago. This latest substitute for gasoline is called "Nuoline" by its inventor, Louis Clement, a Danish chemist. It has been tested at the Y. M. C. A. Automobile School, the Atkinson Automobile School, and the Strowbridge Automobile School. Experts of these institutions have passed favorably upon the merits of the new chemical.



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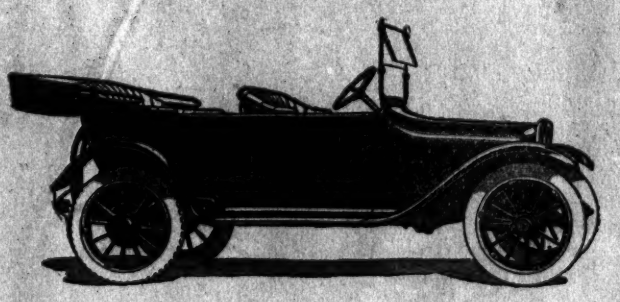
DODGE BROTHERS MOTOR CAR



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You must have noticed that the first thing said about the car, in ordinary conversation, is almost always a direct reference to its quality.

The economy of the car, and the remarkable things it does when called upon, are comments you hear whenever the car is discussed.

The price of touring car or roadster is Tls. 1425

Six more arriving on the "Hazel Dollar." Make an early reservation!

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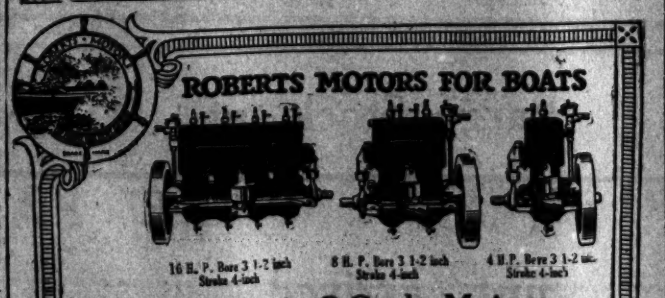

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have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. *Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.*

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Cable Address: "ROMOCO"

THE AUTOMOBILE AS AN ECONOMIC NECESSITY

Increases The Efficiency Of Every Family And Of Everybody Who Owns One

By L. J. Ollier, Vice President The Studebaker Corporation

The Automobile increases every individual's capacity to produce. Years ago it ceased to be classed as a luxury, and now, in every section of the country, men in every walk of life look upon their cars as a necessity not to be dispensed with.

To the business and professional man an automobile means not only added convenience, but also recreation and relaxation. The morning spin from home takes the business man into his office feeling fresh and vigorous for the day's work. Professional men find their cars well-nigh indispensable now. Because of the automobile their patients receive better care—better because the physician is at their bedside before conditions become too serious. And the stiff breeze of a swift ride over the roads is of inestimable value to the doctor's mental and physical well-being.

Salesmen in the various lines of business often find their efficiency greatly enhanced by the use of a motor car. More calls per day can be made and a larger territory covered—result, more sales and increased business. Besides, the salesman with a car finds his health is greatly improved from this outdoor travel.

To the family an automobile means health, strength and added vigor—it means, in fact, increased happiness. The joys of touring—of the short week-end trip, or even the evening ride about town—are too well known to need further description from me.

A motor car then is a time saver, a health giver, a business builder. By saving time, by adding health, a motor car increases individual energy and business efficiency. And, naturally enough, anything that makes better health, greater happiness, bigger achievements, is a real economy.

Economy as I know it, means nothing more or less than wise buying. It is measured by value received. The man who studies and analyzes and compares usually gets the most for his money.

EXPERT WRITES UPON REPAIRING OF AUTO TIRES

BY D. R. CAIN

Instructor Goodyear Tire and Rubber Co. School Of Tire Repairing

When a tire receives an injury extending through all the plies of fabric the repair must be in the form of a section.

Two methods are commonly used, the outside and the inside, of which the outside is the most efficient. There are three points in a tire where strain and flexing action are most prominent, the center line of the tread surface and the edges of the tread above the beads. To obtain the necessary strength, plies or steps of fabric should not be ended at these same points.

First buff the inside of the tire of a distance of five inches on each side of the break. Cut through the tread four inches beyond the injury on one side and skin at back to a point the same distance from the other side. Lay the tread back so that it will not interfere with the work. Remove the side wall on the injury side for the same distance.

Remove one chafing or bead strip below the injury starting one-half inch inside the limits of the section. A second ply is then removed, starting three-quarters of an inch above the first ply of the reverse side and running one inch inside the first ply on both ends. Then bevel out the remaining plies around the injury, and thoroughly roughen all surface to be repaired. The job is now ready for cementing and building.

Air bags stretch in use; that is they become longer and consequently smaller in diameter. To equalise this it is necessary to employ a pad; otherwise the strain on the bag is likely to crack it.

A satisfactory pad can be made from one ply fabric, twenty inches long and four inches wide. On top of this should be laid two thicknesses of gum, one-sixteenth-inch gauge. Soapstone the pad well and cure it for seventy minutes in an old casing, using an air bag. A pad made in this way will last a long time.

Loosening Of Tread Repairs

Tread cut repairs are apt to loosen when the area to be repaired is not thoroughly roughened and the over flow of new stock is not removed. Take a piece of emery paper and sand off the repair until it is flush with the tread surface, with no loose edges remaining.

Cord Tire Models

Owing to the fact that Goodyear cord tires are larger than other tires, sectional repairs should be cured in a mold one size larger than the size of the tire. For example, a four-inch tire should be cured in a four-and-a-half-inch mold cavity.

Utilising Scrap Fabric

A good vulcanising cement may be made from scraps of repair fabric. Keep the clippings free from dirt and when you have an accumulation of several pounds, dissolve the friction in high test gasoline. Run the scraps through a wringer to extract all of the friction.

THE WAYSIDE HEN

The smooth, free rush in the winey breeze,
By open field and by tangled brake,
By curving roads where the stately trees
Are mirrored deep in the placid lake,
Past town and village, by farm and stream,
Through peaceful valley and rugged glen,
Is life that rivals a poet's dream—
Till one encounter the wayside hen!

Her eyes are blind to the swift machine,
Her ears are deaf to the purr of wheels,
So she continues to prink and preen
While close behind her the monster steals;
Its warning note is a brazen goad
That brings her up with a startled screech
And sends her fluttering down the road
To get well out of its fearful reach.

She sets the pace in a straight-away,
But though she flounders with might and main,
Her heart grows heavy with deep dismay
To find her efforts are all in vain;
And so, at last, when her powers fail,
She yeers around in her frantic stride—
And half the feathers that once were tail
Are scattered far through the countryside!

—From June *American Motorist*.

Roamer's Record On Trip Half Way Across Continent

Mr. A. I. Barley, President of the Barley Motor Car Company, makers of the Roamer car, has received the following telegram from Chicago, which speaks for itself.

Arrived Chicago twenty fourth, having motored overland from San Francisco in your four passenger Roamer, my daughter Naomi driving most of the distance. Encountered all kinds of roads and stormy weather. The Roamer Car performed beautifully all the way. We stopped at Grand Canyon two days, Denver three days, Colorado Springs and Omaha each one day, and must say considering stops and conditions of roads we made very good time averaging twenty five miles an hour on running schedule. I will be in Kalamazoo Monday evening, will be pleased to meet you there and visit the factory. We expect to leave direct for New York Tuesday. Only two punctures on entire trip, with Goodyear Cord Tires.

Hot Weather Tip For Your Tires By Goodyear Man

"With the return of the summer months come the days that are costly to thusands of motorists," says G. E. Brunner, manager of the service department of the Goodyear Tire and Rubber Company.

"I am referring to the belief that prevails among hosts of motorists as to the effect of hot weather on automobile tires. It is surprising how many motorists still believe that in hot weather the air in a tire expands to the danger point. Why this wrong impression should have gained such wide circulation is nothing in the hot weather theory.

"It is true of course that on a hot day the air in a tire expands somewhat, but so slightly as to be negligible in its effect. Internal tire heat does not result from the temperature of the outside air but from the constant bending of the tire as it rolls along the street. And no season is exempt. Whether in winter or summer your tires generate the same degree of heat. In winter the effect is not so prominent because of the more rapid equalisation of temperature within and without the tire.

"The practice of running tires at less than recommended pressures in warm weather to overcome expansion tendencies instead of saving tires and money has cost the motorist of this country many millions of dollars.

"The modern pneumatic tire appears to be a pathetically frail structure to many car owners—so the advent of a hot day is a signal to them to reduce air pressures. But tires are not so fragile as some car owners imagine—at least not Goodyear tires. We build them to withstand four or five times recommended pressures. An instance recently came to our attention in which a boy attempted to inflate a set of tires on his father's car with an air hose and had actually put 400 pounds air pressure in a Goodyear tire before discovered.

"When you run your tires underinflated in hot weather to combat air expansion you induce increased bending of the sides of your tires, and incidentally create more heat—which is just the condition you set about to avoid. Soon the strength of the cotton fibers is broken down and you are treated to the unwelcome sound of the blowout.

"Whatever expansion occurs in a tire while running is lost again after the car has stood for a short time, and if air has been removed from the tires in the meantime they are then subject to all the dangers of underinflation.

"Hundreds of tests have proved that no tire is in danger of blowing out because of hot weather expansion of air when tires are inflated to recommended pressures. Motorists should refuse to be misled by the 'hot weather' theory—there is nothing in it worth mentioning."

CHAINS ARE THE LAST WORD IN PREVENTING ACCIDENTS

"Whether on wet pavements or on muddy country roads, tire chains are the last word in the prevention of accidents," says William H. Stewart, Jr., president of the Stewart Automobile school. "In very bad going a car should on each wheel, or, if the motorist does not care to buy that many, one on each rear wheel is imperative. Some persons use only one, applied to the left rear wheel. When the brakes are applied the left wheel holds the ground better than the right, causing the car to selw to the left, and so increasing the danger of an accident. The left rear wheel is chosen as there is then no danger of damaging the chain by running against the curb.

"The type of chain used is called 'ladder chain,' it has two side lengths fitted with cross links of 'grips.' At the end are clamps to fasten the chains on the tires, of which more anon. The side chains will last two or three years with proper care, but the cross links have to be renewed frequently during the season. The clamps at the ends are depended on to keep the chain in place, and so must be reliable. If the clips that help clamp the ends together do not fit tightly they will allow the ends to separate and the chain is lost. Examine them carefully and bend them in so that it requires quite an effort to close each clip and a greater one to open it. Then it is reasonably safe.

"At the beginning of winter the motorist should have overhauled his chains, but it is not too late to do it now. If the chain is one that has already seen some use, start with the first link and remove every other one. Replace each with a new one and save the old ones to be used when the others break. By this means the chain is made almost as good as a new one. Admitting that only half the chain is new, what is the advantage? Simply this: When one link breaks the wheel slips, giving a heavy tug on the next link. If it is a weak one the chances are that it will break. In this way enough links will break for the chain to drop down and get tangled up in the brake mechanism, wrecking the chain. By having every other link a strong one this danger is removed immediately. I have seen an instruction car come in with four or more links broken. If the chain had not been re-inforced as described, the car would most assuredly have been wrecked.

"The novice jacks up his wheel to out on a chain; not so the experienced motorist. There are two ways of applying the chain. One is to drape it over the wheel, the other is to lay it on the ground and run the car over it. The latter method, apart from the difficulty of steering in straight over something you cannot see, has the added advantage that the chain on a muddy road is in bad condition to hanle. So drape it over the wheel and you will have a much cleaner job. Apply it in such a way that the points of the cross links are away from the tire so as to prevent them from cutting into it.

"Have the clamps toward the back of the car. This draws them forward as the car wheel revolves with a wiping motion that tends to keep them closed, whereas the opposite method will result in their loosening sooner or later and dropping off. Having draped the chain properly over the wheel, run the car forward for a rear wheel and backward for a front wheel. This brings the ends out where they can be gotten at to the best advantage.

"Never use a tool to tighten up the chains, as they may be fastened so tightly that they cannot creep and so distribute the wear. If they stay always in one spot on the shoe they soon cut in and ruin the tread. Of course, in the case of a woman, one whose strength is not equal to the task, a tool will be useful, but care must be exercised not to get the chain too tight. In line with this caution is a similar one not to fasten the chain to a spoke.

"The parts of the cross links that come into contact with the ground are case hardened—that is to say, they are made of wrought iron, with a casing of hardened steel. This resists wear for a long time, but wears through eventually, after which the link soon wears out and breaks. The end pieces are not hardened, and so may be very easily worked by a special tool. There are several chain tools on the market, and it is difficult to decide among them. One should be chosen which has good leverages and opens or closes the links with the least effort. By the use of a proper tool the broken link may be replaced while the chain is on the wheel—a very important thing. If the tool is missing or absent, however, one may drive a screwdriver through the link to open it and close it with a hammer.

Of Interest To Wives Of Autoists

Wash satin is one of the new and popular materials used for spring garments. The goods is proving so satisfactory that it is appearing in children's coats for all uses. In touring the satin sheds dust, is fairly water proof and comes in all of the desirable colors. Diminutive raglan models are chosen, cut very full around the bottom. The coats are lined with dainty pussy willow silk.

Panel parasols are new and are suggestive of awning material. The satin is alternate navy blue and tan panels, and the frame, a saucy pagoda shape, turns up each rib at the end, which is tipped with a flat ivory tip to match the handle. Barrel shaped parasols, covered with khaki kool silk in gray patterns, are decidedly modish and gay. To be in keeping they should be made of the same pattern silk as the sport skirts.

Irish homespun in pea green is used in an extra coat in semi-Norfolk model. The coal is lined with green and gold and shaded silk, and has large buttons of mother of pearl, with belt buckle to match. Another top coat in sand colored tweed is in a short trench coat model. The belt buckle and large buttons are in the same color. The coat is unlined. On cool days an old blue, sleeveless waistcoat is worn under the coat. The material of which it is made is one of the novelty materials used so much this season which seems to be nameless.

Black octagonal mesh veils have red, white and blue polka dots grouped in a diamond pattern over the surface. Double veils of black or white chiffon lined with a becoming color, are finished with a deep hemstitched hem. The veils are both square and scarf shaped. The Shetland veils, having gay Scotch borders, are very popular for use with plain sailor hats, and they wash beautifully.

Westbury coats are very smart for touring wear. One in sulphur colored tween has the contrasting note added by large black buttons and a wide patent leather belt. A gold Bolivia cloth in a long trench model also has a patent leather belt. This coat is unusually full, which means comfort for touring use. The smartest sport coat of the season so far is one of American beauty silk poplin. It is cut very full and has the scarf collar, through which is woven a tan strip, and a tan fringe is mixed with the beauty color on the ends. The girdle matches the coat. Novelty plaid materials also are used in sport coats this season, light lines of the ground shade forming the plaids, or black lines forming the contrast on gray colored garments.

Novel among sweaters is the middy model in black silk, having white angora collar and cuffs. The sweater is knitted to fit snugly to the waist line, and from there to just below the hips it is purled or ribbed to fit very close. Another unusual sweater is in pink and gray plaid, with black collar, cuffs and girdle. Sweater waistcoats are especially good for touring, as they are warm and not bulky.

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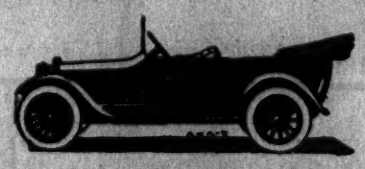

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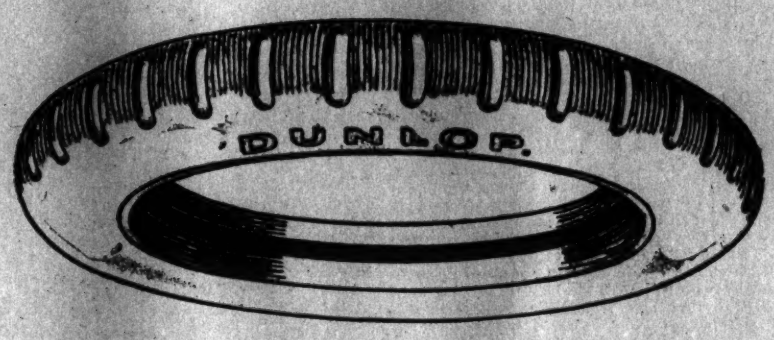

A CENSUS

of tyres fitted to all vehicles in Shanghai proves that Dunlop's are used in overwhelming majority. No less than 75 per cent. run on Dunlop tyres, the remaining 25 per cent. representing all other makes.

This is proof positive of the popularity of Dunlop's—popularity founded not on experiment but on experience.

Join the majority, if you are not already a member of it, and judge for yourself, as others have judged before you. The pioneer tyre is still the most popular because it is still THE BEST.

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The Auto In The World

(From Motor Magazine)

There were 3,550,000 motor cars registered in the United States on January 1, 1917, and in all probability there will be 5,000,000 motor vehicles in operation by the end of the year. New York State leads all its sister commonwealths with 280,000 motor vehicles and Pennsylvania registered the greater gain in cars, having 80,000 more automobiles at the end of 1916 than it had in 1915. Nevada brings up the rear of the procession with 4,609 motor cars, but the mountain state gained 2,400 cars in 1916, which amounts to a 111 per cent increase over its 1915 showing.

American automobile exports during 1916 reached the astonishing total of $138,289,514, as against $125,306,568 for 1915. In the calendar year in question we sent to foreign countries 80,850 complete motor vehicles, having a total value of $96,595,861, an increase of 16,892 vehicles over the 1915 record and a gain in total value of $1,711,468. There was a decrease in the number and value of motor trucks exported, the 1916 record being 18,903 commercial vehicles, valued at $52,870,774, as against 23,094 trucks valued at $59,839,303 in 1915. On the other hand, passenger car shipments increased from 41,864 valued at $35,045,090 in 1915 to 81,947 cars worth $43,725,087 in 1916.

We now have sixteen national parks, containing 7,537.7 square miles of area, which is equal to 4,824,141 acres. During 1916 we added two new national parks to our glaxy in the Lessen Volcanic National Park in California and the Hawaii National Park, embracing the three great volcanoes of our island territory, Kilauea, Mauna Loa and Haleakala. The number of visitors entertained in our national parks in 1916 was 352,512. Of this total 78,916 came in 19,848 private motor cars, which paid $65,211 in fees for the privilege of driving through the parks, as against $42,589 in 1915 and $14,245 in 1915. It is expected that before many years have passed the national parks will have been placed on a businesslike basis of self-support and this condition will be due entirely to motor traffic.

The city of Berkeley, Cal, is providing every man on its police force with a motor car and allowing him $25 per month for the purchase of gasoline, oil and other necessities. The cars are fitted with a fire extinguisher, first aid kit and emergency ladder. It has been found that under this system the patrolmen can cover much greater territory, more efficiently than under the old method of walking the beat. When it is necessary to bring a prisoner to the station, the patrolman loads him into the car and whisks him in before he has time to think about protesting.

Whatever 1917 holds for racing, we may look back on the fact that during 1916 every American speedway record from one to 250 miles, with the exception of the figures for four, fifty and 100 miles, was broken, together with the twelve-hour record, while the world's twenty-four-hour mark was knocked into a cocked hat by Mulford and his Hudson. Also the transcontinental record was lowered thrice, first by the Cadillac, then by the Marmon and later by the Hudson with a relay of drivers, in a remarkable double ocean to ocean run.

More than $300,000,000 was spent on highway construction and maintenance in the United States in 1916. Of this amount sixteen southern states spent approximately $52,000,000. The state of California has voted $15,000,000 to be spent in perfecting the state highway system and not a single county failed to give the empowering measure a majority. Ohio is talking of a $50,000,000 highway bond issue and the state of Illinois will put to its voters at the next election, the question of issuing $60,000,000 in highway bonds, the interest and retiring fund for which is to be provided for by an increase of about 100 per cent in the motor vehicle registration fees. A quaint idea this: building a highway system which shall benefit every one of the state's 9,000,000 people and compelling one limited class, comprising somewhat over 200,000 persons, to foot the whole bill.

France was our best foreign customer for motor vehicles in 1916, taking $23,279,846 worth of our motor cars, mostly trucks for military service. Great Britain bought $17,083,616 worth of our automobiles, while Russia came third among European nations with $2,546,563 investment in our motor offerings. The British colonies were liberal buyers of American motor vehicles, Canada having spent $8,965,200 with us last year, Australia $5,127,233 and the British East Indies $3,359,379.

The automobile registration figures for 1916 show that America gained nearly 1,100,000 motor cars during the twelve months in question, giving us an increase at the rate of nearly fifty per cent. Eleven states, Pennsylvania, Ohio, Illinois, New York, Texas, California, Massachusetts, Minnesota, Michigan, Indiana and Nebraska, each gained more than 40,000 cars during 1916. Iowa and Nebraska now have a motor car for every thirteen of their inhabitants. Iowa has a car for each five of its voters so that the entire gumbo state may ride to its polls in motor vehicles if the roads allow. The first really authentic automobile census taken in Texas, discloses the fact that the Lon Star State has 193,000 motor cars in active service. A year ago Texas registration was largely estimated, returns from the county clerks who register the cars being fragmentary, and our biggest commonwealth was credited with only about 90,000 motor vehicles.

The Russian government last spring ordered forty American tractors, which were so eminently successful in operation that 100 more have been bespoken for immediately delivery. In our own country there are now 34,371 kerosene and gasoline tractors employed in agricultural service, Illinois leading with 3,202 of the vehicles in use. The British government has authorised Henry Ford and Son to build a factory in Cork and bring material from America for the production of 50,000 low-priced farm tractors per annum. South America is buying tractors from us in steadily increasing numbers and altogether the American tractor industry has every reason to feel satisfied with its prospects.

The total designated mileage of state and county highway systems in New Yok State at the present time is 11,988, of which 5,926 miles had been completed and accept on January, 1, while contracts in force at that time covered 1,185 miles. This with the contracts awarded during the year 1916, leave a balance of designated mileage not yet cared for of 4,210. Highway construction during the past two years has been gravely hindered because of the fact that surplus labor has been largely absorbed in munition making and other abnormal industrial activities. In New York State during 1916 it was impossible to secure even at largely increased cost, more than quarter of the labor actually required for highway work.

At the Birches on the Yukon in Alaska, there was registered during the past winter the coldest weather under the American flag, the thermometer showing eighty-six degrees below zero. Water thrown in the air clatters to the ground in frozen hail and animals succumb after a brief exposure to this bitter cold. The question suggests itself of what anti-freezing solution Alaskan motorists use.

To build and market the 1,648,586 motor car that statistics show were disposed of by the American automobile industry in 1916, required the labor of 575 manufacturers of complete cars (there were 512 in 1915), 26,000 automobile dealers, 24,000 garages, 20,000 machine shops, not to mention supply departments conducted in connection with other types of business. Michigan is still the capital of American motordom, having ninety-nine manufacturers of complete cars and engines, and Ohio is in second place with seventy-five such establishments.

The Foreign Trade Council estimates that $6,000,000,000 will be required in re-construction work in Europe after the war ends, including buildings, factory equipment, public improvements, etc., and that much of this money must be found by America. During the year 1916 this country made loans in Great Britain, France and Russia, to a total of more than $1,000,000,000. The balance in favor of the United States in 1916's foreign trade was 3,127,516,344.

In its famous Loop district between Michigan Avenue and the river, Chicago claims to have the busiest area in motordom, with the Rush Street bridge as the center of the maelstrom. A recent carefully conducted police census of the Loop, disclosed the fact that in the course of six business days there were 299,762 movements of motor cars into or out of the district. Of this total the Rush Street bridge carried forty-five per cent. In the six days of the official count, 43,761 motor cars used the Rush Street approach to the Loop, making an average of 7,294 per idem. Of course, many of these cars crossed and re-crossed the bridge many times in the course of each day, the official count showing that no fewer than 22,482 movements of motor cars across the bridge occurred every day, which gives an average of 1,874 per hour from 7 a.m. to 7 p.m.

The total capital obligations of all American railways is nearly $20,000,000,000, while similar obligations outstanding against the automobile industry amount in the aggregate to rather less than $50,000,000. This is a remarkable commentary on the inherent stability of the motor industry and indicates unmistakably its power to weather any financial storms that may arise in the near future.

The American Automobile Association now comprises forty state associations, 600 clubs and more than 100,000 individual members. The Royal Automobile Club of Great Britain has donated its magnificent club house in London to the government for official use during the term of the war. S. F. Edge, the pointer race driver and automobile manufacturer of Great Britain and a charter member of the Royal Automobile Club, has been appointed Minister of Agriculture, to promote the intensive cultivation of the rich but limited British lands.

The motor transport equipment of the United States army now consists of ten truck companies of twenty-seven vehicles of one and a half ton capacity, six companies of twenty-eight trucks of three-ton capacity, and two companies of thirty-three trucks of three-ton capacity. About $2,175,000 has been spent on this equipment and the cost of operation of the trucks per ton mile, including all incidentals of every kind, is estimated at seventy cents.

There is now a motor vehicle for every twelve voters in the United States, Iowa leading with a car for every five members of the enfranchised class. Iowa is not issuing new number plates for 1917 re-registrations, but is permitting all owners provided with 1916 tags to carry those with a certificate of re-registration. A considerable saving in the cost of running the motor vehicle department is thereby effected.

Of 20,000 cases tried by Judge Sabath in the traffic court in Chicago, each one having the right to demand trial by jury or change of venue, not one appealed for such consideration of his case. This is not only a tribute to the fairness of Judge Sabath's decisions, but point directly to the efficiency of a specially constituted traffic court.

The use of passenger automobiles in Denmark has been forbidden, blockade conditions having created such a famine in gasoline and tires that the entire available supply must be utilised for commercial purposes. The British Empire in India has followed the lead of the mother country in prohibiting absolutely all imports of motor vehicles, except for government use, during the war.

Michigan manufacturers are talking of shipping motor trucks over the railways, flanged wheels being fitted and the vehicles assembled in trains with engineers and conductors to comply with federal laws. There are more ways of beating a freight car shortage than building more freight cars.

The picturesque stage coaches of Yellowstone National Park are about to be superseded by more efficient motor buses. Since the opening of the reservation to motor traffic, the two types of transportation have run on non-conflicting schedules, but this cumbersome method has proved unsatisfactory and in the survival of the fittest, the motor buses have, of course, come out on top.

The upward tendency in automobile prices continues, twenty-five passenger car and truck manufacturers having announced list increases within the past month. The advances range from $25 to nearly $1,000.

Motor truck dealers and users in California are very much worried over a proposed law that is pending in the legislature, which would limit the capacity of motor vehicles operating on the state roads to five tons. In addition a heavy increase in fees and taxes for motor trucks would compel all classes of commercial motor vehicles to pay burdensome imposts to the state, in the case of the five-ton trucks $650 to $700 being the amount of the revised taxes. Motor buses, the humble jitney among them, are listed for taxation at the rate of $25 per seat of their carrying capacity, plus four and a half per cent of their gross earnings to the state railway commission, bringing the ordinary bill for this class of vehicle up to about $600.

A board of fuel research has been formed by the government of Great Britain for the purpose of augmenting in every possible way the supply of home-made motor fuel, notably benzole, which may be wrung from the abundant supply of British coal.

Senator Bankhead, one of the sponsors for the federal aid road act, recently said that he believed the present federal appropriation of $85,000,000 sprad over a term of years for highway building, was only a beginning and that he expected to see the national authorities spending $50,000,000 to $75,000,000 every year in a systematic development of national routes.

Officer Wallace A. Garard, familiarly known as "The Force," has undoubtedly the longest "beat" of any uniformed policeman in the world. His district, which is the San Fernando Valley recently annexed to the city of Los Angeles, California, consists of 170 square miles, with 678 miles of road to cover. Seventy-eight miles of this road is paved, two hundred and fifty miles oiled and the rest is in rather poor condition, sandy and dusty and unsatisfactory. With his five-passenger automobile, a Buick, however, he covers the ground efficiently. When Officer Garard first took up this work he located in the town of Van Nuys, which is in the center of the valley. He then secured a map of the section and divided his "beat" into eleven districts. By the use of the telephone he keeps in touch with all of these small towns and if needed can be on hand in a short time. He is on the move pretty constantly between the various districts and from each town he telephones to other districts so that every hour or so he has had information from every corner of his "beat."

Hudson Super Six Cars Win Honors At Cincinnati

"The wonderful records made by the Hudson Super Six cars on track and road last year will probably be duplicated again this year," says Harry S. Houpt, President of the Hudson Motor Car Company, of New York.

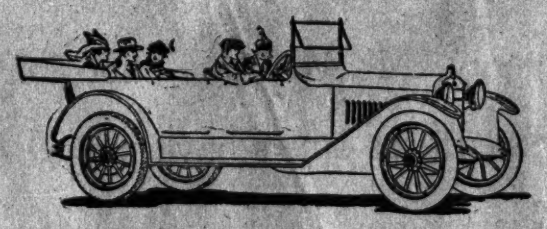
"On Decoration Day in Cincinnati, two Hudson Super-Six cars were entered in the 250-mile Sweepstakes Race and, as usual, two of them finished."

One of these cars driven by Ira Vail averaged over 101 miles an hour and captured second place, finishing only a few seconds behind Louis Chevrolet, who was driving a special racing car.

The other Hudson Super-Six car driven by Ralph Mulford finished in ninth place.

In view of the fact that there were 28 of the fastest racing cars in the country entered in the contest, the showing of these two cars was remarkable.

That the Hudson Super-Six cars are making good with the public on the highways as well as on the track is indicated by the fact that 33,000 of these cars are in the hands of the public and the demand for them is steadily on the increase.



The Spirit in Which the Hupmobile is Built

THE Hupmobile spirit says "No!" to every hint of compromise or cheapness.

It injects an extra factor of safety into every part subjected to stresses or strain.

It puts the greatest steel mills in America on their mettle to meet the Hupmobile standard.

It guides every motion of every hand that shapes a part, or gauges it for accurate size and fit.

It has set in motion a system of inspection—of rough materials, finished parts, and assembled cars—which has no superior.

It is a captious, critical, unsatisfied spirit—a spirit of inquiry and supervision that is remorseless and untiring.

It has one thought—and one thought only—that nowhere in the world shall there be a man who can say that his money will buy him as good a car in its class as the Hupmobile.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 7-seater with detachable winter tops. Motor: Four-cylinder, 88 m/m bore, 140 m/m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 36" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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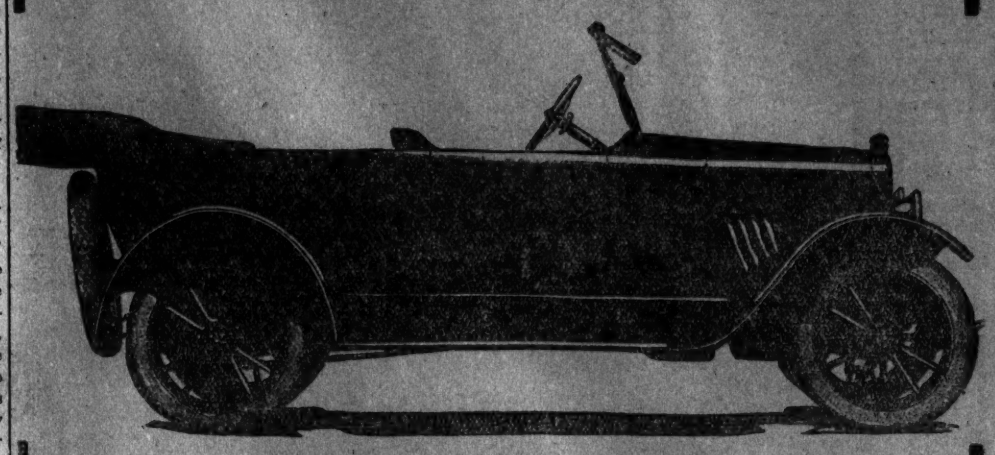

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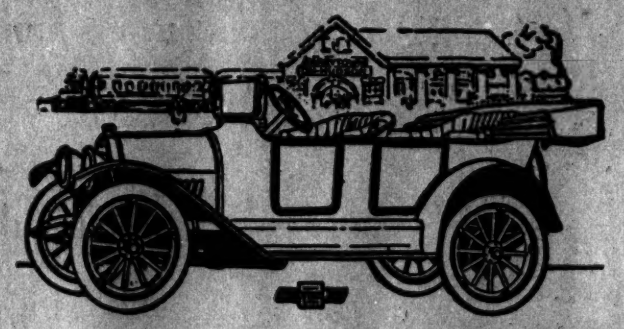

Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor *plus* reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete -satisfaction. We could not have grown without it.

PRICES

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CHEVROLET

AUTOS ARE NOW USED IN YELLOWSTONE PARK

Old Horse Stages Abandoned To Make Things Pleasanter For Tourists

About the last place in the world where coaches are operating is in the Yellowstone National Park, but this summer these comfortable reminders of a less hectic period will be cast aside, together with about 2,000 coach horses, and in their place will be luxurious and speedy automobiles.

Tourists have shown that they desire this sort of transportation, and Franklin K. Lane, Secretary of the Interior, has authorised the change. Automobiles, by their greater speed, will be a convenience to tourists having but a short time at their disposal, and also to those, infirm in health, who have found the long stage rides fatiguing.

The new method of transportation will also permit travellers to pass hurriedly by the less interesting places, spending more time where they most wish to be. It will be possible to go through the park in two days, and if a longer trip is undertaken tourists may arrange to visit the remotest parts of the reservation which have been inaccessible to ordinary vehicles.

Touring cars will carry visitors within the girdle of the park's snow-capped peaks, 8,000 feet above the level of the sea, while they look upon a constant series of stupendous sights—a blending of the beautiful and terrific, the strange and sublime. The Greater Yellowstone Park will be about the size of the State of Massachusetts, and its 450 miles of roads are being put in shape for motor traffic.

The road system of the park follows a giant circle, from which three long legs project to the most scenic sections of the reservation, places of tremendous interest to which the coaches could not travel because of the great distance. It will now be possible for tourists to make headquarters at any of the hotels and reach all such points in comparatively short time.

Hot Weather Guide To Care Of Automobile

With the coming of hot weather there are several parts of the automobile which should be given a different attention from that bestowed in the Winter, if the most efficient service is to be obtained from the car.

As to tires, more tires, are damaged by underinflation than by overinflation, because the former breaks down the side walls through running flat in practically every case, while the overinflation causes a blowout only when the tire is weak at some point. It would be good practice, however, on hot Summer days, to leave the garage with the tire pressure about ten pounds less than that specified by the manufacturer as being correct for his make. Any driver ought to test out his tires after running at a good clip on a hot day and find out just what they do. A little patience would enable him to understand how much his tires heat up and he could regulate the pressure accordingly.

There are some other hot-weather points which it might be well to keep in mind if one would get the best results from the car. One of these is the care of the carburetor. It will be found usually that not quite so much gasoline is required as in cold weather, and, therefore, the dash adjustment may be carried a little nearer the lean, or air, side. This not only saves gasoline but increases the power of the motor.

It will be found also that in most cases the hot air stove of the carburetor may be dispensed with or adjusted. Usually provision is made on the hot air stoves for allowing some cold air to enter, or to take cold air entirely. Where the carburetor is water-jacketed, there usually is a valve that may be closed to prevent the flow of hot water. Experiment will determine whether it is advisable to cut out the heat entirely on the individual carburetor, since all are not benefited by the change.

If the fan has been disconnected, or the radiator covered up, these things will be corrected, of course, when hot weather comes along. The engine naturally runs hoter in the Summer time, the water vaporises faster and occasionally boils away, so that it is necessary to inspect the radiator more frequently to see that the water is not running low.

Likewise the water in the storage battery will evaporate more quickly and where it has been necessary to replenish it once in two weeks in the Winter it will need to be done every week in hot weather.

In hot weather city streets are generally sprinkled regularly and the country roads are oiled some time during the season. The novice going behind a street sprinkler or reaching an oiled stretch of the road should exercise particular care to prevent skidding, as he would be unlikely to realise the danger unless he had experienced it once.

Hot weather softens up grease, so that trouble might be experienced through its seeping out of transmission or differential cases, or from the grease cups. Many manufacturers recommend a heavier grease for Summer than for Winter to give the greatest efficiency. This softening of the grease is likely to make a little ring of grease around each cup which will collect dust and give the car an unkempt appearance, besides there is the possibility of some of the dust working into the bearing. Grease cups must be kept turned down so that the dust is forced out and then it should be wiped off carefully. Every bearing needs additional care to keep dust out and lubricant in, but every moment spent in this way pays dividends in expense saved and in comfort and freedom from anoyance on the road, so that the owner will do well to take note that hot weather calls for added care and precaution.

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200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

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Excess Insurance Co., Ltd.,

Whose Assets Exceed £720,000.

Goodrich SILVERTOWN CORD TYRES

Stand The Knife Test!

Before you, its thick tough Goodrich Black Safety Tread slashed back, its sinewy, two-ply, rubber-saturated, cable-cord body laid bare, stands a Silvertown Cord Tyre.

Before you stands the whole story of why tyres *wear.* And why tyres *wear out.*

For, contrary to common belief, tyres wear out INSIDE—not *outside*—from internal frictional heat, rubbed up between the plies of the tyre.

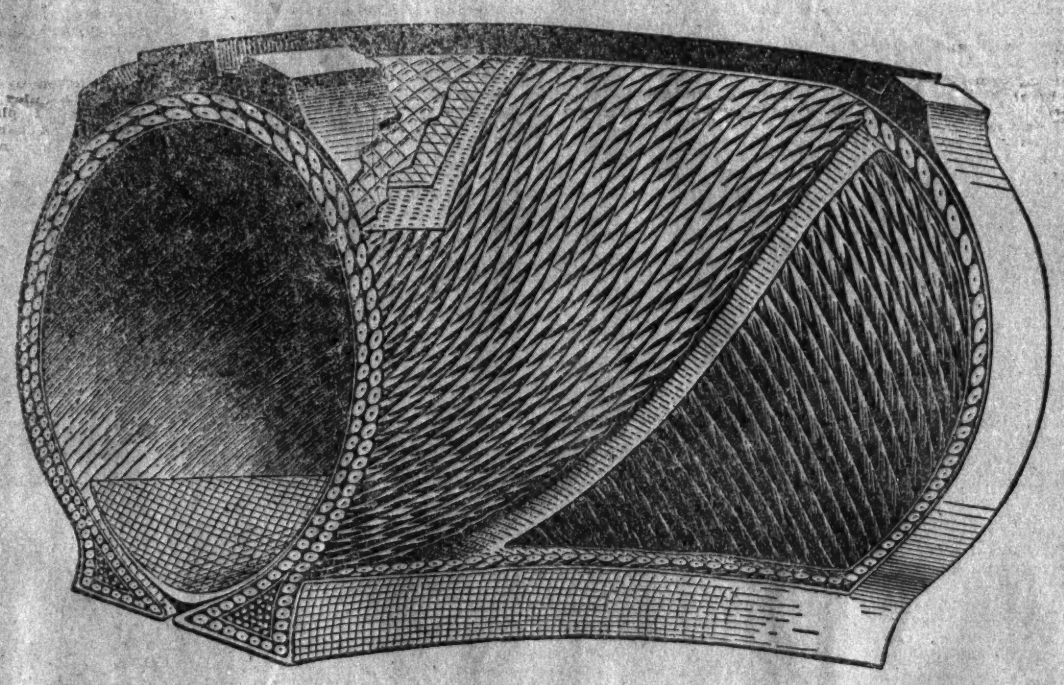
Each extra ply means extra inside heat—extra wearing out of the tyre.

Were you to put the knife test to *all* tyres you would find three types of bodies:

Cotton fabric, swathed in five to seven plies.

Thread Cord, or *web,* (strings the size of a trout line, held parallel the circumference of the tyre by interspaced cross-threads) gummed together in five to seven plies.

Cable - cord, the unique, patent - protected, cross-wrapped, *two-ply* structure, found ONLY in Silvertown, the original cord tyre



Mark well the sturdy size of Silvertown's cable cords, and that they are *crass-wrapped* into *two plies* and *but two.* Obviously Silvertown with but two plies must outlast *many-ply* tyres with their *multiplied* inside heat.

10 Silvertown Cord X-cels

1. Increased engine power.
2. Smoother riding.
3. Fuel saving.
4. Speedier.
5. Coast farther.
6. Start quicker.
7. Easier to guide.
8. Give greater mileage.
9. More resistive against puncture.
10. Repaired *easily* and *successfully.*

Out of this *durability,* and the *resilience* of those flexible cable-cords, come Silvertown's *gasoline-saving economg, smoother riding comfort,* and *prolonged mileage,* that you cannot afford to be without.

Know Silvertowns by their graceful *extra-size,* and their RED DOUBLE DIAMONDS.

DISTRIBUTORS:

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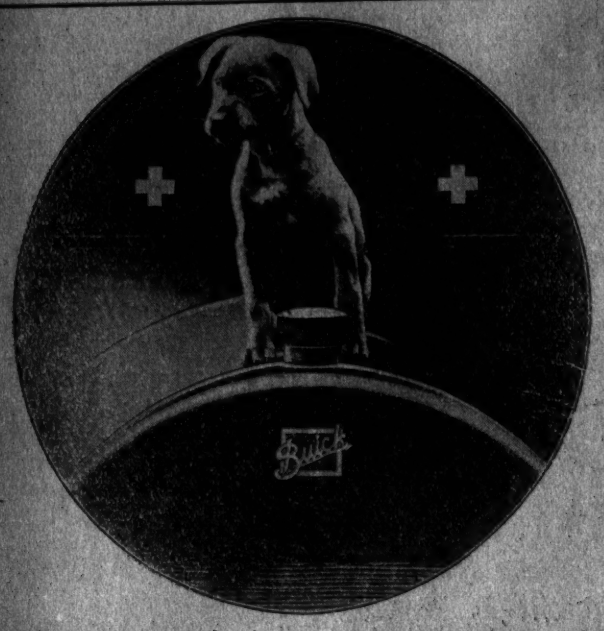
The Buick Ambulance In France



Blighty, the pup in the picture, is the mascot of the women ambulance drivers of the American Unit, of the Army of Mercy in France.

Blighty has been under fire a number of times, and seems to enjoy the activity and excitement of the battlefield.

He is shown perched on the bonnet of one of the Buick Cars which have given such excellent service in amb ulance work in France.

'Days Of Old Days Of Gold' Motorised

By C. W. Geiger In Motor Magazine

If the shades of Mark Twain and Bret Harte are permitted to revisit the scenes of their mortal glory, a pleasant surprise is in store for them this summer in their ancient haunts. We can imagine with what ghostly smiles they will hail certain peripatetic memorials of themselves and of their glory that are to traverse the highways and byways of the land which their genius has immortalised.

A transportation company has been formed in Los Angeles, under the title of the Eldorado Stage Co., to operate a line of motor cars between Los Angeles, Bakersfield and Taft, over the famous Ridge Route, which has been placed in perfect condition. Twenty cars have already been placed in commission and instead of the usual numbers, each vehicle is known by a name. "Bret Harte" and "Mark Twain" are the flagships of the fleet, which includes "Yuba Bill," "Mountain Jimmy," "Salomy Jane," "Roaring Camp," "Calaveras," "Tuolumne," "Poker Dick" and "Jack Hamlin," immortal brain children of the primal literatures of California.

Would that we had the eyes of the spirit to see the ghostly pageantry of yesterday that must share these California highways with the motor traveler of today. The solid actualities of our luxurious motor car would melt into the figments of our vision and round yonder bend would swing the lumbering stage-coach of the Forty-niners, creaking past us in ghostly anguish on its leather springs. We should see the bearded miners trudging past, pack on back, their weary eyes fixed upon El Dorado and brushing from their faces the dust raised by the hoofs of the horse of the Spanish caballero, who dashes contemptuously by, his silver buttons jingling musically, his gold braid flashing in the sunlight. We should see the demure senorita, mantilla held tight, fan raised, ambling by on her burro, surrounded by the protective might of all her numerous male relatives. We should see the fat and jolly Capuchin of Father Serra's company, shuffling his sandaled feet through the dust, a great lemon-colored umbrella held over his head by a soft stepping Indian convert. Perchance we should see some big, bearded Russians from the long dead colony at Fort Ross, and surely there would be a few of Stockton's sailors, rolling their way along for shore leave in the hills and perhaps exchanging vociferous greetings with a handful of Kearny's troopers from San Diego. And if we visualise a patient Chinaman pattering through the dust and a dapper Japanese, trying to forget the constriction of the kimono in the freedom of western clothes, we would have in our pageant of "the days of old, the days of gold," not only California's history, but her present problems.

In addition to the sentimental interest, the practical application of the motor stage scheme is worth attentive examination. The cars used are Packard twin-sixes with a special seating arrangement. Instead of the usual frail auxiliary seats, a deeply upholstered and comfortable extra seat has been installed. A removable center section provides access to the rear seats and from the point of view of comfort there is nothing to choose among any of the eight seats thus provided for the accommodation of passengers. Travel in one of these de luxe motor transport vehicles is just as comfortable and in this particular case more expeditious than a journey by rail.

The factor that made this motor stage line a practical possibility, was the completion of the Ridge Route, which is one of the greatest engineering feats accomplished by the California State Highway Commission. This route reduces by twenty-four miles the shortest previous automobile road between Los Angeles and Bakersfield. It is also considerably shorter than the most direct rail route. In this way the new road is of tremendous practical value in linking more closely Los Angeles, the economic center of southern California and the great inland empire of the San Joaquin valley. To the casual motorist, however, it is the marvelous scenic aspects of the route that gives it its paramount appeal. Swinging out on the very crest of a ridge that separates the great watersheds of Castaic and Piru creeks, the road climbs for thirty miles through some of the wildest and most rugged mountain country to be found in all southern California.

From the pine-crowned summit of the Liebie divide, the road drops in a series of easy loops to the floor of Antelope valley at its extreme eastern end and joins the old Tejon road.

So admirably has the engineering of the route been carried out that the motorist reaches the summit of the ridge without once encountering a grade exceeding six per cent. From this point a magnificent panorama of the gloriously beautiful Antelope valley lies spread out below the traveler. The road now follows the apex of a single mountain ridge for thirty miles, until the mouth of Castaic canyon is reached.

In the construction of the highway, as well as in its engineering, the highest standard has been maintained. The standard state highway width of twenty-one feet has been adhered to, though in one fifteen-mile section this entailed the removal of 635,000 cubic feet of earth. In another place a cut 105 feet in depth has been driven straight through the backbone of the ridge, simply to save distance. Owing to the great number of fills that were necessary in constructing the road, each of which must be allowed thoroughly to settle before the final surface of concrete is applied, a matter of about a year, a temporary binder of oil has been applied. This will serve to preserve the road under traffic until is is possible to lay the concrete top.

Already the completion of the Ridge route has given a tremendous impetus to the development of the country in the neighborhood of the Tejon Pass. Because of its distance from the railway lines and the difficulty of highway transportation during the winter rains, the Tejon country, in spite of its marvelous beauty and fertility, has been slow in developing. With this fine state road directly through the pass, the use of motor trucks will bring the Tejon section's products within easy reach of Los Angeles and Bakersfield.

As an indication of the directness of the Ridge route, we may mention the fact that it practically parallels the transmission and gas line of two of the Los Angeles public service corporations. Both of these lines are, of course, carried in an airline to the city, regardless of grades and it is a remarkable tribute to the skill of the state highway engineers who could lay out a road through this mountainous country, without exceeding anywhere a grade of six per cent, and yet have it scarcely longer than power lines traversing the same territory.

Incidentally the presence of the gasline worked a distinct economy in the construction of the road. It was necessary to haul fuel for the steam shovels on the work from the railroad forty miles away. During the winter this became a herculean task, with the Antelope valley roads in a quagmire or adobe mud. The experiment was tried of using natural gas from the line as fuel for the steam shovels and after some initial difficulties, it was found to serve perfectly well. It is stated by engineers that this was the first time that natural gas was ever successfully used as fuel for team shovel work.

Members of the California State Highway Commission regard this route as the greatest single achievement of the entire 2,000 miles and more of the state's highway system. They have a reason to be proud of their achievement.

Packard Letter to Packard Owners

The following is a copy of one of a series of "service letters" being sent by the Packard company to all new Packard users:

Dear Sir:—This letter, like its predecessors, has reference to the subject of maintaining your Packard car for the least possible expense.

We want to say something about batteries.

A battery is like a bank. Before you "take out" you must "put in."

When we deliver a new car we give you a bank account in the sense that we give you a battery which is fully charged.

In using the car you necessarily make demands upon this electrical "deposit," but there is a device on the car which replenishes the electricity which normal usage draws out. But here is another analogy to the bank, namely—if you "draw out" faster than you "put in" you are going to come to grief.

For instance, if you leave the starting switch on when the motor is not running you will very quickly discharge your battery. It only takes a few hours of such treatment to run it down.

Also, you must never prolong the cranking of the motor if it doesn't start readily, but must look for the cause and remedy it. Don't keep up the cranking. It only does harm.

If your battery runs down it probably is not the fault of the car, but it is because extravagant use has been made of the electrical current, and that means expenses for you and the accompanying annoyance of having your battery laid up. Just a word to make this a little more convincing. We practically never need to have a battery re-charged on our demonstrators, because we do not make excessive demands upon the electrical supply.

You should have the same result on your car which we have on our demonstrators by taking a little care.

Yours very truly,

PACKARD MOTOR CO.

TIRE ECONOMIES MADE NECESSARY

Goodrich Manager Advise Motorists To Give Tires Every Care

A threatened scarcity of tires during the present season, upon which the war will have some bearing, will at least have the effect of making the motorist heed the advice of the large tire manufacturers in the proper care of their tires.

"We have never advised, from a selfish point of view, that motorists give their tires every care and attention," said H. J. Morehead, manager of one branch of the B. F. Goodrich Rubber Company. "All of the vast amount of literature which we have issued on this subject has been sent out with the idea of educating automobile owners in the proper care of their tires so that they might get the very maximum of service from them. This applies to all other tires as well as Goodrich. The seriousness of this advice will be brought home to thousands of motorists during the present year, for the approximate waste of $30 per car owner during the 1916 season has been conservatively estimated at $150,000,000 for the entire country. And all of this has been due to negligence of the car owner.

"The tire manufacturers see hundreds of living examples of this negligence every day. A remedy must soon be effected, for this extravagant waste cannot continue. It has been almost impossible for the tire manufacturers to keep pace with the production of new cars and at the same time meet the demands of the cars already in use. An actual shortage in certain sizes exists at this time. Due to the alertness of a great many dealers it may be two to three months before the consumer feels shortage, but it must come, and when it does, it is then that motor car owners will be more impressed with the idea of giving their tires the care they should have and thereby add much to the service they will give."

Willys-Overland Motor Cars

Electric Lights
Electric Starter

Tls. 1,350

Overland
"Country Club"

Stability

Willys-Overland motor cars are built and sold under

—*one* executive organization,
—*one* factory management,
—*one* purchasing department,
—*one* sales department,
—*one* group of dealers.

They represent the most comprehensive range of models ever built by any one motor car producer.

There is an Overland or a Willys-Knight car for every class of buyer.

No matter which you select—a Big Four, a Light Four or a Willys-Knight—it is the dominant value in its class, for it has shared in the economies of Overland greatness and stability. Come in and see these cars today.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Light Four-Cylinder Overland
5-Passenger Touring Car
2-Passenger Roadster
4-Passenger "Country Club"

Light Six-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
5-Passenger Touring Coupe
5-Passenger Touring Sedan

Willys-Knight Models
7-Passenger, Four-Cylinder Touring Car
4-Passenger, Four-Cylinder Coupe
7-Passenger, Four-Cylinder Touring Sedan
7-Passenger, Four-Cylinder Limousine
7-Passenger, Eight-Cylinder Touring Car

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Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

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EMPHATICALLY THE BEST TYRE PROPOSITION ON THE MARKET

Fisk established quality at Fisk low prices offer car owners for the first time an absolutely sure way to cut tyre costs

FRESH STOCK: ALL SIZES

We carry a complete stock of Fisk tyres and tubes in all Standard Styles and Sizes.

NOTE THESE NON-SKID CASING PRICES

880 x 120	red top	Tls.	46.55	.....	37 x 5	Tls.	53.85
	non-skid	„	43.60	.....	36 x 4½	„	47.00
	plain	„	41.00	.....	—	„	—
820 x 120	red top	Tls.	42.40	.....	34 x 4	Tls.	44.60
	non-skid	„	40.15	.....	„	„	39.75
	plain	„	48.10	.....	„	„	37.50
875 x 105	red top	Tls.	40.25	.....	33 x 4	Tls.	42.50
	non-skid	„	37.85	.....	„	„	37.35
	plain	„	35.00	.....	„	„	35.60
815 x 105	red top	Tls.	39.00	.....	32 x 3½	Tls.	41.75
	non-skid	„	36.10	.....	„	„	40.15
	plain	„	33.20	.....	—	„	—
760 x 90	red top	Tls.	27.80	.....	30 x 3½	„	20.75
	non-skid	„	25.25	.....	„	„	19.60
	plain	„	21.70	.....	—	„	—

red top	30 x 3	Tls.	17.60	red top	28 x 3	Tls.	15.80
non-skid	„	„	16.50	non-skid	„	„	14.75
plain	„	„	14.90				

SOLE AGENTS:

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125 Bubbling Well Road. Telephone West 197

The Acme of Comfort

is provided in the CHANDLER

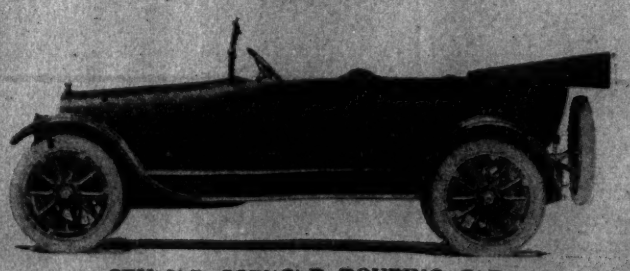
SIX Seven - Passenger Touring - Car.

To sink into the seat of the Chandler Six is to feel that one has at last reached the zenith of automobile comfort—that indeed there is nothing more to be desired.

And this impression is heightened as distance is travelled, because those who ride in the big Chandler Six ride in ease—true ease—and the owner is, perhaps most of all, at his ease, for *he* knows that though the car is amazingly handsome and comfortable, it does not cost for tyres for fuel so much as a high-grade "four" of two years ago—and he has twice the power at his command.

Let us take you for a ride in one.

A trial will convince you.



SEVEN-PASSENGER TOURING CAR

SOLE AGENTS:

THE STAR GARAGE CO.,

125, Bubbling Well Road.

For demonstrations, Phone West 197

SHANGHAI, SUNDAY, JULY 15, 1917

S.C.C. XI LOSES TO POWHATTANS

Senior Organisation Is Given Surprise By Superior Playing of Opponents

STIFF WIND IS HANDICAP

'A' Company, S.V.C., And Public School Old Boys Match Is Called Off

With the Shanghai Race Club unable to raise a representative eleven, the Cricket Club was fortunate in finding the Powhattan Club willing opponents and the match yesterday afternoon saw the Powhattan spring a surprise upon the senior club by trouncing it with 2 wickets to spare.

A stiffish breeze blew all the afternoon and it was decided to do without screens in view of the difficulty of keeping them up. This perhaps accounted for the tame batting; for although Tait, for the Club, and Johnstone, for the Powhattan, scored heavily, yet they both enjoyed many lives in the field.

Tait won the toss and the Club were nearly two hours and a half amassing their runs. Tait enlivened the innings by some during hitting but it was otherwise a tame display.

Ellis' disconcerting deliveries were at all times puzzling.

When the Powhattan commenced their innings Cooper was let off the first ball of the innings and soon afterwards gave another easy chance in the country which was not taken.

Haynes was ran out early on and then Cooper and Johnstone hit out. Profiting by mistakes in the field the score rose rapidly and when Cooper left the score board read 62-2-33.

Johnstone brought off many glorious drives and his 51 was the outcome of much good cricket.

Ellis and Foster both gave of their best and so did Rumble and the latter had the distinction of hitting the winning run at 6.40.

It was perhaps the poorest display of fielding the Club have given this season and the bowling was far from usual standard.

The scores and analysis are as follows:—

S.C.C.

S. J. Deeks, b. Foster	10
C. S. Cheetham, b. Ellis	5
E. G. Norman, b. Ellis	19
E. G. Tait, st. Haynes, b. Peacock	43
D. Campbell, b. Ellis	8
C. E. M. Thompson, c. Rumble, b. Vine	23
H. W. Kilby, run out	12
W. C. G. Clifford, c. Cooper b. Vine	15
E. G. Barnes, b. Ellis	13
C. C. Whitehead, not out	4
D. H. Cooke, run out	0
Extras	2
Total	154

Bowling Analysis

	O.	M.	R.	W.
J. J. Ellis	17	4	54	4
W. C. Foster	11	0	41	1
R. W. Johnstone	3	0	15	0
C. S. Peacock	7	0	18	1
S. Vine	5	0	24	2

The Powhattan Club

H. J. Cooper, c. Kilby, b. Whitehead	33
W. J. Haynes, run out	9
R. W. Johnstone, st. Deeks, b. Thompson	51
J. J. Ellis, l.b.w., b. Clifford	17
W. C. Foster, c. Deeks, b. Clifford	15
S. Vine, c. Clifford, b. Whitehead	5
V. J. S. Rumble, not out	14
C. S. Peacock, b. Clifford	7
H. E. Brewer, c. Deeks, b. Whitehead	1
J. E. Cameron, did not bat	0
S. Hewkin, did not bat	0
Extras	11
Total (8 wickets)	163

Bowling Analysis

	O.	M.	R.	W.
W. C. G. Clifford	18	2	64	3
C. C. Whitehead	14.1	1	86	3
C. E. M. Thompson	4	0	22	1

C. E. M. Thompson bowled 1 wide and 2 no balls.

'A' Co. v. Public School Old Boys

This match was scheduled to take place yesterday afternoon but the Volunteers could only field half an eleven and the game was consequently called off.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Hakusan M. July 17
Per N.Y.K. s.s. Kasuga M. July 19
Per N.Y.K. s.s. Atsuta M. July 20
Per N.Y.K. s.s. Inaba Maru July 21
Per N.Y.K. s.s. Hitachi M. July 23

For U.S., Canada, and Europe:—
Per T.K.K. s.s. Korea M. July 19
Per P.M. s.s. Colombia .... July 21

For Europe:—
Per N.Y.K. s.s. Suwa M. July 31

VALUE OF A GAME AT ROYAL AUCTION

Errors As To The Importance Of The Score Make Trouble At Pirate

By An Expert

New York, June 11.—Of the three principal mistakes made by those who take up pirate bridge probably the most common, and certainly the most expensive, is due to their carrying over from auction some very erroneous ideas as to the importance of the score.

There are two things that the beginner seems to be continually striving for, if one may judge from nine out of ten of the letters received. These are to get the play of the hand himself, instead of being the acceptor, and to prevent some other player from winning the rubber.

These tactics are persisted in without any apparent idea of what difference it would make in the score if they were successful, or how much it would cost if they failed. We find the same ignorance of values in auction, and an examination of the fallacies in the older game may make the weakness of following them in the newer game more apparent.

After ten years acquaintance with auction, and the benefit of the experience of the best players in the country, it is impossible today to get any authority to state positively the difference in points between winning a rubber game and losing it.

I have tried to get an answer to this question, but none is convincing enough to be final. It is easy enough to say that winning the first game makes it 3 to 1 against the other side to win the rubber. But what is that 3 to 1 worth in rubber points?

Several writers glibly turn the matter off with the remark that as the rubber is worth 500 that is the difference between losing it and winning it, although every auction player knows that such is not the case.

One writer tries to make out a case by supposing the 500 rubber points to be put into a pool, like a jackpot at poker. The winners of the first game, he says, will acquire a 375 point interest in that pool as against their adversaries' 125. This is simply another way of saying it is 3 to 1 on them for the rubber, but does it mean that the rubber is to be worth just 375 if they win it, or will it jump to 500?

If each side has won a game it is 50-50 again, or 250 to 250 rather. From this, it is argued that if the losers of the first game win the second it is worth only 125 and they are therefore advised not to risk the loss of more than 200 to save either the first or the second game; and players on the other side, who can win either of those games, are advised not to take less than 300 penalties in place of it.

Coming to the third game we are told that the partner who can win it should not forego that pleasure for less than 400 and that their opponents should not attempt to save it at a greater expense than 200, or 300 if there is probably a large honor score going with it.

If this theory were strictly carried out we should never see any attempt to save a game, especially a rubber game. It would be tantamount to offering 200 or 300 as a top price for something that the other side would not sell for less than 400.

Now all through this it is impossible to find any relation between the stated equity in the pool. 125 fluctuating to 250, and the 200, 300 or 400 to be offered or refused in maintaining that equity. If the first game is demonstrably worth only 125 why risk 200 or refuse 300 to get it? If at the beginning of the third game the pool is worth 250 to each side how much is the chance worth for which one side is willing to pay 300 and the other to refuse 400?

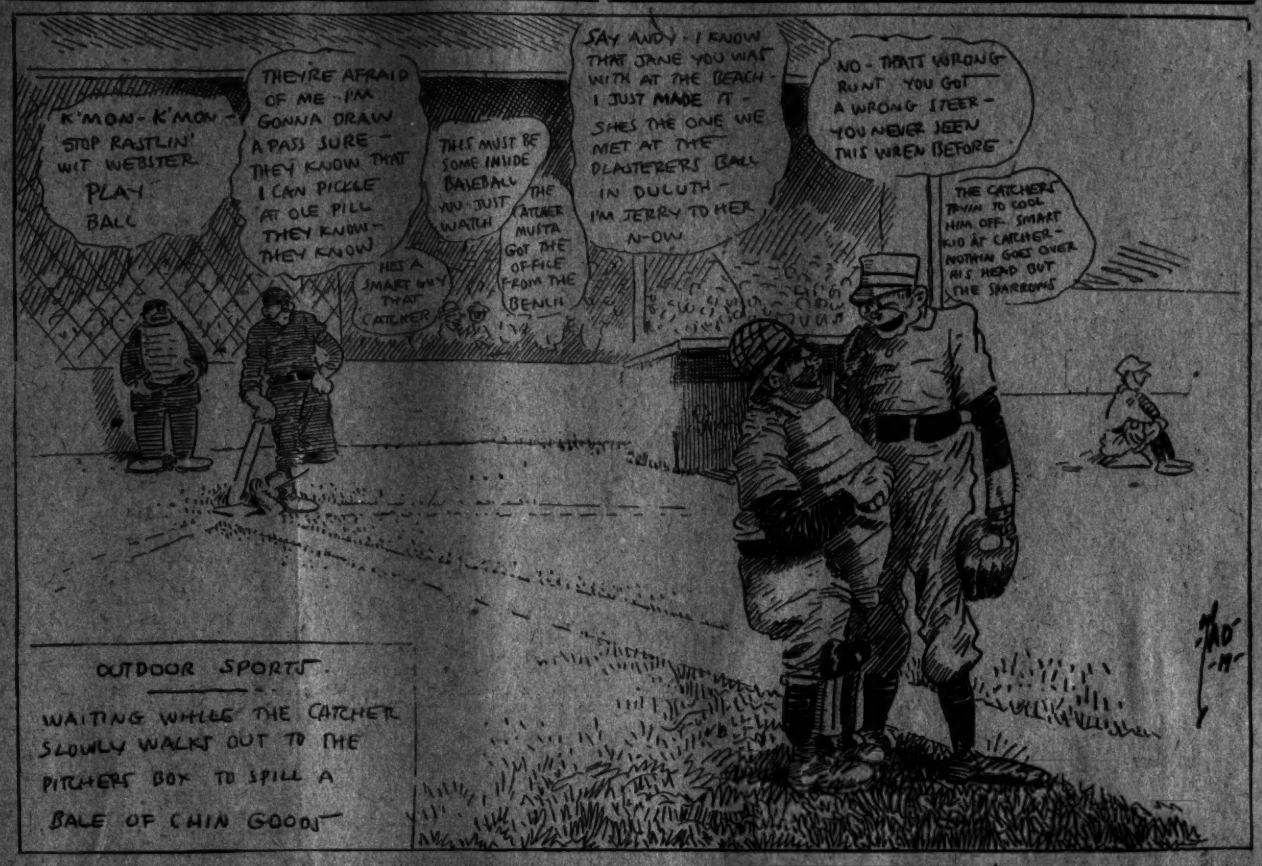
No one has ever answered that question.

The point that all these theorists overlook is that every time you stand a loss of some 200 or 300 points to save a game or a rubber you are adding to the chips in the pool. The rubber is no longer worth 250 to each of you if you have just paid 300 to your opponents to save the game. It is precisely as if the hand had never been played and 300 had been added to the total of their rubber points as a gift, because the matter stands exactly where it was before the hand was dealt, so far as setting the rubber goes.

But this 500 chips in the pool idea is

(Continued on Page 2)

INDOOR SPORTS By Tad


K'MON - K'MON - STOP RASTLIN' WIT WEBITER PLAY BALL
THEY'RE AFRAID OF ME - I'M GONNA DRAW A PASS SURE - THEY KNOW THAT I CAN PICKLE AT OLE PILL THEY KNOW - THEY KNOW
HE'S A SMART GUY THAT CATCHER
THIS MUST BE SOME INSIDE BASEBALL YOU JUST WATCH
THE CATCHER MUSTA GOT THE OFFICE FROM THE BENCH
SAY ANDY - I KNOW THAT JANE YOU WAS WITH AT THE BEACH - I JUST MADE IT - SHES THE ONE WE MET AT THE PLASTERERS BALL IN DULUTH - I'M JERRY TO HER N-OW
NO - THAT'S WRONG RUNT YOU GOT A WRONG STEER - YOU NEVER SEEN THIS WHEN BEFORE
THE CATCHER'S TRYIN TO FOOL HIM OFF - SMART KID AT CATCHER - NUTHIN GOES OVER HIS HEAD BUT THE SPARROWS
OUTDOOR SPORTS.
WAITING WHILE THE CATCHER SLOWLY WALKS OUT TO THE PITCHERS BOX TO SPILL A BALE OF CHIN GOOD

At The Theaters

Promising program announcements are made by the theater managers for the coming week.

At the Apollo tonight is to be shown "The Kangaroo," a five-reel play dealing with early days in New Orleans, dramatised from Judge Harris Dickson's novel. In addition there is the filming of the Shanghai Fourth of July celebration, the Pathe news serial and a Max Linder comedy. Tomorrow the 11th and 12th episodes, four reels, of "The Shielding Shadow" are billed.

Charlie Chaplin is drawing stronger than ever in his latest laugh-film, "One A.M." The Victoria Theater is displaying this 2,000 foot picture this afternoon, tonight and tomorrow night, together with a good selection of other new features.

Three new episodes of "Gloria's Romance," Miss Billie Burke's big hit, are scheduled for the Olympic tonight. This theater is announcing the coming of a troupe of comedy concert artists, the "Cameos," soon to be introduced to Shanghai audiences.

The open-air cinema at St. George's Gardens is appealing more strongly than ever to the crowds these warm evenings. Tonight will be shown the Fourth of July film. Change of program tomorrow night and Friday.

The 5th and 6th episodes of "Who's Guilty?" is the main feature at Tews Cinema Theater tonight, with several sure-fire shorter pictures filling out the program. Tomorrow "The Shielding Shadow" is the headliner. At the isis "The Fanatic," a thrilling film, is the chief attraction. This is presented by a splendid company. There are also several comedies.

Lawn Bowls

S. L. B. C. v. S. R. C.

The Shanghai Lawn Bowls Club and the Shanghai Recreation Club will meet this afternoon on the latter's ground. The teams follow:

S.L.B.C.—J. T. Disselduff (Captain), A. D. Bell, G. L. Campbell, L. Evans, G. H. Phillips, J. C. Macdougall, E. L. Hunter, H. H. Fowler, F. C. Banham, A. Taylor, C. M. Bain, D. MacDonald, W. Gater, F. Larke, G. Dunlop and J. Scotson.

S. R. C.—A. Eek (Skip), J. E. Lucas, E. Thomas and S. M. Wallace.

R. J. Bowerman (Skip), W. S. Featherstonhaugh, P. W. Reeves and S. Green.

W. G. Brown (Skip), G. Manwaring, C. Komaroff and E. Prince.

H. Veitch (Skip), W. Milner, R. Phillips and F. Milner.

Reserves:—E. E. Lever and C. Thompson.

Tennis

Police v. Junior Golf Club

A match between the Junior Golf Club and the Police will be played at the Hongkew Park this afternoon at 3 o'clock. Police team:—Quayle and Adams, Jefferson and Doyle, Hunter and Bull, Foley and Fry, Fairbairn and Shellswell.

Reserves:—Rawlings and McGillway.

S. C. C. v. Public School Old Boys

Shanghai Cricket Club and the Shanghai Public School Old Boy's Club will meet this afternoon at 5 o'clock. Public School Old Boys team—H. Stellingwerff and A. V. White, J. P. Hawes and C. E. Ollerdessen, V. O. Remedios and J. Turner, F. Madar and G. Madar, T. M. Sopher and C. Barradas.

Reserves—F. Ollerdessen, B. Shirazee.

PLEA FOR HORSE RACES IS MADE BY GERARD

Former Ambassador To Germany Tells Of Need Of Developing Breeding Studs

James W. Gerard, former Ambassador to Germany, has come out in support of the appeal being made for the horse by The Jockey Club, the National Federation of Horse Shows, the Hackney Association and other kindred organisations throughout the country.

Mr. Gerard is familiar with the policy that has given Continental Europe such splendid war horses. He is a son-in-law of the late Marcus Daly, who brought some of the best thoroughbred blood of Europe to this country. As a daring cross-country rider he learned much about horses, and his opinion is likely to be valued highly by American breeders.

"This war is calling for horses as well as for men of fighting spirit," said Mr. Gerard, "and while cavalry has played only a small part in hostilities to date it does not follow that they will not be needed later on. Germany and Austria are prepared for any emergency through the establishment many years ago of a system of studs for the production of army horses which is only rivaled by that of France. Only those who have visited Continental Europe and have seen the system under operation can appreciate the care and experience bestowed upon the work. Racing and army horse breeding are so closely allied that the recent announcement of 108 days of sport in the German Empire this year, while it caused comment here, only means that the enemy is keeping up the speed tests in order to find the most desirable material for the twenty-four great breeding studs that are scattered throughout the empire.

"The chief of these is located at Graditz in East Prussia, and was founded by Count Lehndorff, the famous Prussian Master of Horse. Only horses whose breeding in all parts trace in a direct line to the English Stud Book are kept at Graditz and none is considered worthy to be a member of that band which has not demonstrated his quality on the race course. Count Lehndorff gave 21,000 guineas for the Irishbred Ard Patrick, a winner of the English Derby, and 14,000 guineas for his half-brother, Galtee More. This would indicate that money was not a consideration in the development of the plan, which was inaugurated in the late sixties and had assumed such proportion that in 1870 16,000 mares were bred in East Prussia alone. This number was increased in 1910 to 47,000, and the cost of the upkeep of the various establishments was given in the budget for that year

(Continued on Page 3)

Aquatic Season In Full Swing

The first serious interclub meet of the season took place on Friday evening at the Municipal Bath between the Shanghai Rowing Club and the Shanghai International Swimming Club. The two organisations entered teams for a Flying Squadron team race and for a water polo match. In the team race the homesters were successful, while in the water polo match the S.R.C. had matters all their own way, running out victors by 6 goals to 1.

In the former event Agassiz took the water for the Rowing Club against McGregor for the home team, and established a useful lead for his side. Macdonald was able to keep a little of it in the second length, with the result that Nash got off for the S.R.C. slightly the better of Golding. The latter, however, reversed the position and gave his succeeding clubmate an advantage of several yards, on which MacCabe was unable to make any reduction, with the result that the last man in, Rodger, had no chance to make a close finish of the event.

In the water polo game, the Rowing Club defended the shallow end in the first half, and, though the larger goal offered greater opportunities, Barnes was able to maintain his citadel intact in spite of several good shots put in by Golding, Mears, Nash (who was lent to the S.I.S.C. by the visitors) and Jensen. Rodger was prominent for the Rowing Club and found the net twice in the opening moiety, Bertes scoring once also. Thus the sides changed ends with the score board reading:—

Shanghai Rowing Club.... 3 goals
S'hai International Swimming Club 0

In the second period the visitors attacked nearly all the time, and Rodger scored again twice while Bertes notched another single.

The home team made a brave effort to score on several occasions, but their shooting was on the weak side and offered no difficulties to Barnes, except on one occasion when he was unfortunate to fumble the ball and allow a point to Golding.

The final result was thus:—

Shanghai Rowing Club .... 6 goals
S'hai International Swimming Club ..... 1 "

Match Was One-Sided

Severe as the defeat was, the actual score was scarcely indicative of the play, the advantage being even more on the side of the visitors, who kept up a continual fusilade on the S.I.S.C. goal. Lack of effective team work prevented them, however, from scoring time and again. Bertes was the principal offender in this respect, he making numerous ineffectual shots when a pass in time to Rodger or Agassiz would have surely netted a score.

The S.I.S.C. were considerably faster all round, but their weak shooting more than neutralised this advantage, and they will have to put in a good deal of practice in this department if they are to show up well in the proper league matches.

Mr. W. J. Gande kindly officiated as referee, his decisions in all cases meeting with the approval of both sides—the supreme test of good umpiring.

There are several games suggested before the league matches begin, and probably the Hanburians will meet the Rowing Club next Wednesday at the latter's mid-week gala, when a close contest should be witnessed, as the Hanbury boys are reported to play well together, their team being all very fast, especially the center forward, Mears, (holder of the 100 yards championship last year), and Golding, who plays half-back. Good strong shooting, however, is not their strong point, and lots of practice with the ball will be as necessary to them as to the International Swimming Club, for the Rowing Club excel in good shooting, notably Agassiz and Rodger.

Shanghai Water Polo League

At a Committee meeting of the Shanghai Amateur Swimming Association held last Friday, the following schedule of matches in the water polo league was drawn up:—

Wednesday, July 25—Shanghai Rowing Club vs. Shanghai International Swimming Club.

Friday, July 27—S. M. Police vs. Hanbury School (Old Boys).

Wednesday, August 1—Rowing Club vs. Police.

Friday, August 3—International S. C. vs. Hanbury School.

Wednesday, August 8—Rowing Club vs. Hanbury School.

Friday, August 10.—International Swimming Club vs. Police.

Wednesday, August 15.—Hanbury School vs. International S. C.

Friday, August 17.—Rowing Club vs. Police.

Wednesday, August 22.—Police vs. International S. C.

Friday, August 24.—Rowing Club vs. Hanbury School.

Wednesday, August 29.—Hanbury School vs. Police.

Friday, August 31.—Rowing Club vs. International Swimming Club.

Shanghai Rowing Club

The second mid-week gala of the Rowing Club will be held next Wednesday evening, beginning at 9.15 sharp. The events will include the heats and final of a two-lengths handicap, graceful diving (standing headers from the platform), team race and water polo. The latter two events will most likely be interclub ones, the home teams being pitted against the Old Hanburians.

NAVY SMOTHERED BY 15 TO 3 SCORE

Shanghai Batsmen Find McGhee For 18 Hits And Pile Up Early Lead

GET 10 IN FIRST TWO INNINGS

Game Is Play-Off of Protested Contest For The Challenge Cup

The Shanghai ball tossers put a padlock on the Challenge Cup yesterday when they met the All-Navy team to play off the protested Independence Day game. The contest was laid in the refrigerator in the first inning when the landsmen hammered in five runs, batting entirely through the line-up. But in order to clinch the matter they all took another turn at it in the second, putting five more tallies across. Subsequently they added another five. Navy got three and never threatened.

The winners collected in all 18 hits off McGhee, while Swan dealt out only six scattered safeties. In justice to the Navy hurler it should be said that the game was his third in three days, but there was no getting round the fact that Shanghai had a hitting streak that would have spelled disaster to his best delivery. Holliday was the hero with the stick, getting 4 hits in 5 times up.

A crowd of almost July 4 proportions filled the stands and overflowed onto the field. The sailors were out in force and were in fine voice at the outset but after the first inning a pall of gloom descended on the left field stand.

How It Began

The game opened ominously for the losers, Swan striking out the first two men up. Stevenson got to first on Bill's fumble of his grounder but died a few moments later when Clapp shot Leonard's rap to second. The fireworks were then ignited, viz:

Bills, first up, shot a hit to center. Woods figured out a nice little sacrifice bunt along first base line and had his seat all picked out on the bench when McGhee disarranged his program by tossing the ball over Brennan's head and everybody was safe. While the ball was being fielded both runners moved up a notch. Clapp took a load off the bases by lining out a three bagger and scored himself when Wilhoit hit the first ball to center. Holliday cracked a beauty to left and Wilhoit raced to third. Holliday reached second safely but overshot the bag and Stephenson's throw caught him. Wilhoit sprinted home on the play. Bristow dumped one in front of the plate and was safe when Glover's throw pulled Brennan off the sack. Ollerdessen singled to left. Bristow going to third. Tinkham grounded to Conrad for the second out and Bristow came home, Ollerdessen taking second. Swan ended the session, also hitting to the second-sacker.

Swan struck out two more sailors in the second after Collins had hit and got around to third.

Fireworks In Second

With the head of the batting order up again Shanghai began its half exactly as in the first inning. Bills hit to center, Woods popped another bunt and was safe on Stephenson's error, Bills going to third. Woods stole. Clapp struck out. Wilhoit took three swings and the last ball got away from Glover. Bills came in and when Glover's throw bounded out of McGhee's hands Woods, who had reached third, took a long slide into the rubber and registered. Holliday planked another hit to center, scoring Cy, and went on down to second. Glover threw wide to catch him and he came all the way home. Bristow reached first on Leonard's fumble and stole second. Ollerdessen flied to Luna. Tinkham got a hit to right field and Tice returned the ball to the plate but Bristow slid in ahead of it. Swan struck out.

Navy got one on Conrad's three bagger and Brennan's high fly in the third. Singles by Clapp, Holliday and Bristow and a three base drive by Wilhoit produced two more for Shanghai in the same frame.

Wilhoit collected two difficult fouls, one going nearly to the race

track back of the right stands. Conrad and Leonard played well for the Navy, the former handling six chances and getting two hits.

A word of praise is due also to Umpire Chapman for his precision on the ball and strike problem and for his quick decisions at the plate.

There will be a game at 3 o'clock this afternoon probably between mixed teams of the Sailors and Shanghai players.

Yesterday's score:

Shanghai	AB	R	H	PO	A	E
Hills, 2b.	5	2	2	4	2	2
Woods, cf.	4	3	0	2	0	0
Clapp, 3b.	6	2	2	0	2	0
Wilholt, 1b.	5	4	3	10	0	0
Holliday, ss.	5	1	4	2	2	0
Bristow, c.	5	2	2	7	3	2
Ollerdessen, lf.	5	1	2	1	0	0
Tinkham, rf.	5	0	1	1	0	0
Swan, p.	5	0	2	0	2	0
Totals	45	15	18	27	11	4

Navy	AB	R	H	PO	A	E
Conrad, 1b.	5	1	2	2	4	0
Brennan, 1b.	3	1	1	8	1	0
Stevenson, 1b.	1	0	0	2	0	0
Stephenson, 3b.	2	0	0	2	1	3
Leonard, ss.	3	0	0	1	4	1
Collins, cf.	4	1	1	1	1	0
McGhee, p.	4	0	0	1	2	2
Glover, c.	2	0	0	5	0	3
Hess, c.	2	0	1	0	0	0
Luna, lf.	4	0	0	2	1	0
Tice, rf.	4	0	0	0	0	0
Totals	34	3	6	24	14	6

By innings:

Navy ... 0 0 1 1 0 0 1 0 0= 3

Shanghai .6 5 2 0 2 0 0 1 x=16

Three base hits—Clapp, Conrad, Wilholt. Struck out—by Swan, 7; by McGhee, 2. Bases on ball—off Swan, 5; off McGhee, 1. Passed balls—Glover, 2; Bristow. Stolen bases—Collins, 2; Woods, 2; Wilholt, 2; Holliday, 2; Bristow, 2; Conrad; Brennan; Ollerdessen; Tinkham; Swan. Sacrifice fly—Brennan.

Umpires—Chapman and Logan.

School For Card Players

Auction Bridge. T. M. says: The declarer leads spades from his own hand for the second time, dummy having a finesse. The second hand does not follow suit, therefore dummy gives up the finesse. Before the trick is turned the second player announces that he has a spade and plays small one, taking up the heart he discarded. Of what use is the penalty that gives the declarer the right to call the heart, which is of no value?

As soon as the player in error corrected the revoke the declarer had the right to demand his highest or lowest spade to be played to the trick, and if he called for the highest and it was the card he intended finessing against he can win it. All cards played after the renounce in error can be taken back.

J. B. C. says: It is Z's deal, but by mistake the second player bids no trump. Now who has the say as to what shall be done? Z says it is Y's turn to speak, whereas Y insists that as it is the dealer whose rights are interfered with he must decide.

Either of the opponents of the player in error has a right to name the penalty, or one may direct the other to exact it. If it is decided to cancel the bid the dealer bids, and the partner of the player in error cannot bid. If the bid is accepted the player to the left must declare, and the bidding proceeds as if it had been regular. Many players forget that if the bid is cancelled the player in error may bid again, but his partner cannot.

L. B. says: In cutting for partners if two cards are turned up is the higher the cut?

No. The player must cut again.

Pirate Bridge. A. V. M. says: Z bid a spade, which A would not accept, although holding five to the ace, because Z was a game in. When the spade bid was void A bid a spade, thinking Z would surely accept, but he did not. We often have this trouble, that we cannot get a player to accept, and the hand goes to waste.

If A would not accept Z why should he expect Z to accept him? It is conventional and practically obligatory for any player having the suit stopped to accept the first time it is bid. Not to do so is as bad as refusing to bid a suit at auction when the partner doubles a no trumper and is a gross breach of etiquette.

W. H. F. says: Z bid a diamond, void. A bid a spade, which Z accepted. Y then bid two hearts, void, and B twe diamonds, also void. The bid returning to the spade, Y doubled, and A redoubled. Now can B bid anything?

Y had no right to double. The bidding was closed when the bids made by Y and B were declared void, and the hand should have been played at one spade.

Welsh And The Lightweight Crown

Three years ago this summer Freddie Welsh assumed charge of the lightweight throne.

Freddie achieved his sceptre by out-tapping Willie Ritchie, and since the melee no one has been able to catch up with Freddie and evict him from the top until Benny Leonard did it.

All through these three championship years Welsh's method has been a very fine thing for Welsh, but a very depressing thing for sport. With Freddie it has been in the main a case of merely getting—and letting it go at that.

Queer Spectacle

On May 1 in New York, ring followers were treated to an astounding spectacle. They sat and watched the lightweight champion rushed and battered around the ring by the featherweight title holder, who, in turn, was giving away nine valuable pounds.

Welsh at 136 pounds was a mark and a target for Kilbane at 130 pounds, and the lighter, smaller man was forced to do most of the rushing and leading to make any sort of fight out of it.

Yet this Kilbane-Welsh affair was a worthy example, illustrating Welsh's ability to remain on top.

Why Welsh Was Still Champion

This fight showed plainly enough just how and why it is that Welsh was then still champion.

He was still champion because he refused to indulge in the slightest risk—to take the slightest chance.

In that affair with Kilbane Welsh was content to paw forward with his left hand and then rush to a clinch.

Always well covered, he ducked to cover at the first opening, hanging on and holding with no unprotected spot left vacant.

For purely defensive measures this method was all very well. But it left only one man to do the fighting.

"Why shouldn't Welsh play it safe?" you may ask.

Simply for the reason that there is no credit and a vast amount of discredit in a bigger man having a smaller man rush and maul him about. A champion who has nine pounds to spare and who then makes his lighter opponent do all the fighting isn't very much a champion.

The Risk

The proper type of lightweight champion would have risked his title in an open, head-on battle before he would have permitted a featherweight to do all the fighting—to handle all the rushing and the leading. Welsh is the one who should have gone out and made the fight. In place of which his entire efforts in the way of fighting or boxing were pawing out with a left hand, ducking under and rushing to the protective zone of a clinch.

Judging from this and other fights, it was only a matter of a short time before Welsh would end his reign. Kilbane could have knocked him out easily in twenty rounds. Benny Leonard took his measure later in fifteen rounds without great trouble. For Welsh, on May 1, was either a fading champion—or he was stalling. And it is hard to believe that a champion would continue stalling against a lighter man with the crowd yelping for him to stand up and fight.

It might happen that way, but it isn't likely. If Welsh can't defend his title while weighing 139 pounds against a featherweight, where could he get off when he has to make the lightweight limit and face a decision fight?

Value Of A Game At Royal Auction

(Continued from Page 1)

not by any means the only method of approaching the problem. It might be called the minimum or the guess method.

The maximum among good players seems to be 800. This is based on the fact that the average rubber is worth about 400 points to the winners and that, therefore, the difference between winning a rubber and getting 400 or having to pay out that amount must obviously be 800 points.

According to this theory a player should be willing to risk a loss of 400 or even 500, to save a rubber when there are 800 chips in the pool if he is willing to risk 800 when there are only 500 chips up. Either there is no such amount at stake or the amounts he should risk are all nonsense in either case.

This 400 point average value for rubbers is among the best players. The last statistics are a trifle below it, but they were gathered from scores made by members of one of the strongest clubs in the country. If we average up the scores made in what might be called social auction the value of a rubber will be found to run much nearer 600 than 400. The difference between winning and losing a rubber would then be about 1,200.

There is one point that is never touched upon in the text books, and that is the value of the games that are wasted in winning rubbers. That there are such games must be evident to any person who will sit down and watch the play at a table made up of four or five who play all afternoon or evening.

If a person is to play one rubber, win or lose, and never play another, all these theories of so many chips in the pool may be well enough in their way. But when there will be another rubber as soon as the first is won or lost all the talk about paying 800 and refusing 400 to save the rubber is just so much hot air.

Take a concrete case. A and B pay 800 in penalties to have a rubber, Y and Z being foolish enough to let it go at 100 below its value. On the next deal A and B win the rubber and on the next deal after that, being still partners, they win the first game of the next rubber.

What is the net profit on their investment of 800, and how much have Y and Z lost by selling out for 300 instead of insisting on 400?

The actual scores were these: For A-B, 30 and 30. For Y-Z, 26 and 26, and then 800 penalties. Then A-B won 32 and 16 and 250 for the rubber. On the first game of the next rubber A-B won 45 and 45.

The rubber they saved was worth nothing to either side. Had Y and Z been allowed to win it it would have been worth 310 points, just what A-B paid them for it. The two games won by A-B would have won the next rubber, worth 386. As it was the second game gave them an equity of 3 to 1 only.

Now take another case, in which the rubber followed the 800 in penalties, costing A-B 610. What is the investment worth, taking both cases together?

Honors To Lee Darcy

San Francisco, July 4.—Hundreds thronged Eagles' Hall on Golden Gate avenue yesterday afternoon to pay the last tributes to James Leslie Darcy. With the coffin draped in the colors of the United States and Australia, and flowers sent by friends from all parts of the country, the remains of the once great middle-weight lay in the lodgeroom of the local Eagles' lodges.

There were Californians who had never known Darcy save through the public prints, but who felt that an injustice had been done the lad; others who had met Lee in Sydney, far across the Pacific, and residents of the commonwealth, pausing in their customary rush for just the moment.

This noon there were held the brief services that a volunteer memorial committee had arranged, simple, but none the less expressive of the feeling.

Rev. Joseph P. McQuaide conducted the services and the Eagles' quartet furnished the vocal selections. At 12 noon these services were held, later there was a procession on Market street with a corps of San Francisco police and a band leading the way.

Plea For Horse Races Is Made By Gerard

(Continued from Page 1)

at £288,552, or almost $2,000,000 of our money. The revenue from stud fees, which are purely nominal, sometimes as low as $8 at the country establishments and from speculation on the race courses in the same year amounted to £216,221, leaving a deficit of £172,341 to be defrayed by the Prussian Government.

"When the Russian invaded East Prussia during the early days of the war and carried off more than 10,000 of their prized brood mares there was greater regret than over any other incident connected with that campaign. Americans have never placed a proper value on the mares, and I am glad to learn that their purchase for army use has been forbidden by our Government. Every available mare of the proper type will be needed to rehabilitate our supply of war horses.

"It ought to be an obligation," said Mr. Gerard in conclusion, "for every farmer and horse breeder in the country to see that the crop of foals next season should be the largest in the history of the United States. If the rural communities have not the type of sire which is needed to secure the best results, an appeal should be made to the Government. There is an abundance of good warm blood in the country, and it should be had for the asking for such a patriotic purpose. The Breeding Bureau policies of The Jockey Club, in this State, and of the Kentucky State Racing Commission, in Kentucky, might well be emulated by every State in the Union."

Music For Monday

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, beginning at 5.30 p.m.:

1. March—"Black Rock" ..... Lossy
2. Overture—"Jean de Paris" Boieldieu
3. Waltz—"Sheila" ..... Nemo
4. Selection—
   "The Gondoliers" .....Sullivan
5. Song—"The Last Watch"...Pinsuti
6. Selection—
   "The Casino Girl".....Englander

A. za Kwong,
Conductor-in-charge.

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Graham "Adventures in Friendship"
Fox "Trail of the Lonesome Pine"
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Seton "Wild Animals I have Known"
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